



June 30, 2016

Luis Sanchez  
Acting Manhattan Borough Commissioner  
NYC Department of Transportation  
55 Water Street, 9th Floor  
New York, NY 10041

**Re: West Village Proposed Slow Zone Extensions and Complete Streets**

Dear Borough Commissioner Sanchez,

We write you today to urge the Department of Transportation to implement recommendations made by Community Board 2, which were enumerated in two resolutions that were unanimously passed at its Full Board meetings on May 22, 2014 and September 18, 2014. These recommendations call upon the DOT to extend the boundaries of the West Village Slow Zone to Avenue of the Americas to the east and West 11<sup>th</sup> Street to the north, and to conduct a feasibility study to determine if Seventh Avenue can be redesigned as a “Complete Street.”

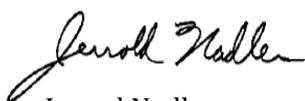
Among other benefits, the extended boundaries would greatly improve pedestrian safety at and around P.S. 41, which is located at 116 West 11<sup>th</sup> Street. As children and their caregivers travel to and from the school, they are too often forced to navigate among speeding cars – conditions that have resulted in both actual hits and near misses. The same school community would also benefit from a Complete Street redesign of Seventh Avenue, which has the potential to greatly improve pedestrian crossing times and reduce traffic collisions.

When the safety of children and seniors is involved, the City should spare no expense in enacting the highest standards of pedestrian safety, and we feel that the measures outlined in these resolutions would help achieve those standards. These measures would also benefit countless other pedestrians that frequent these streets, from seniors trying to access the Greenwich House Senior Center, to the thousands of residents, shoppers and tourists that walk these historic streets day and night.

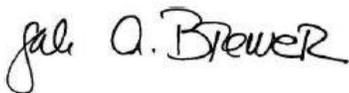
We would further like to acknowledge the outstanding efforts of PS41M Principal Kelly Shannon, who has tirelessly advocated for the needs of her school community. Principal Shannon personally brought these important issues to the attention of Community Board 2 out of concern for the safety of her students and staff. We write you today in support of Principal Shannon and the Community Board, and ask that these recommendations, which have been proven successful across the City, be implemented for the area defined herein.

Thank you for your time and consideration of this important matter. Should you have any questions, please feel free to contact David Moss in Council Member Corey Johnson's office at (212) 564-7757.

Sincerely,



Jerrod Nadler  
Member of Congress



Gale Brewer  
Manhattan Borough President



Brad Hoylman  
State Senator



Deborah J. Glick  
Assembly Member



Corey Johnson  
Council Member

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

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**DATE:** May 22, 2014  
**TIME:** 6:00 P.M.  
**PLACE:** Scholastic Building, 557 Broadway, Auditorium

### **Resolution in support of extending the West Village Slow Zone to Ave. of the Americas (6<sup>th</sup> Ave.), including P.S. 41 and other schools and institutions.**

**Whereas** P.S. 41, at Ave. of the Americas (6th Ave) and W. 11th St. (116 W. 11th St.) has requested that the West Village Slow Zone, recently approved by the NYC Department of Transportation (DOT), be extended from its current eastern boundary of 7th Ave. S. to Ave. of the Americas (6th Ave.) as its eastern corridor bounded by W. 11th St. to the north and W. Houston St. to the south, in order to provide safe access to the many school children and other vulnerable populations who walk through this area, which is fraught with hazardous traffic conditions; and

**Whereas** the principal of P.S. 41, who presented the request, pointed to the increase in pedestrian activity in the area, including children on their way to and from the many educational, recreational and service facilities there, seniors frequenting senior centers and going about their daily activities (such as shopping and errands) and the many other people who walk there, all endangered by speeding, often careless, nonlaw-abiding motorists whose numbers are growing and who not only present a threat to the walking population, but also have been involved in both actual hits and near misses (e.g., the principal herself witnessed a cab hitting a child [now recuperated] and caregiver [still recuperating] right in front of P.S. 41 this past Fall); and

**Whereas** P.S.41 has submitted a map (to DOT as well as to CB#2, Man. showing the boundaries of the proposed Slow Zone extension and the locations of the many schools and institutions that serve the youth population in the extended area, including (in addition to P.S. 41 with approximately 792 students) Jefferson Market Library, Village Pre-School Center, Joffrey Ballet School, Washington Place School & Academy of St. Joseph, Greenwich House Nursery School and Senior Center, Greenwich House Pottery, Our Lady of Pompeii School, Downing St. Pre-School, Little Red Schoolhouse and Kumon After School Tutoring, and all have been contacted and support the extended Slow Zone; and Whereas P.S. 41 has submitted a petition to CB2 and to DOT with over 330 signatures from neighborhood people in support of the requested Slow Zone extension, as well as support letters, including those from representatives of some of the above facilities, such as the Village Preschool Center and the Downing St. Play Group (with

more to be coming and submitted to CB#2, Man.), and from the president of the Community Education Council District 2, along with a specially illustrated petition with the signatures of P.S. 41's kindergarteners; and

**Whereas** the traffic calming measures employed in Slow Zones, that will be worked out in discussions with the community, such as speed humps, a 20 mph speed limit, signs and markings, will help moderate traffic movement and driver behavior to reduce the number and severity of crashes, cut-through traffic and traffic noise, thereby increasing the safety not only of children and seniors, but of the entire walking population in that area and enabling safety changes to be made ahead of potential tragedies rather than in response to them;

**Therefore be it resolved** that CB#2, Man. fully supports extending the West Village Slow Zone to Ave. of the Americas (6th Ave.) as its eastern corridor, including P.S. 41 and other schools and institutions; and

**Be it further resolved** that CB#2, Man. commends P.S. 41, its principal, parents and PTA for working together to support an extended Slow Zone and ensure traffic safety not only for its children but for all constituents in its local community.

Vote: Unanimous, with 40 Board Members in favor.

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*

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**DATE:** September 18, 2014  
**TIME:** 6:00 P.M.  
**PLACE:** Village Community School, 272 West 10<sup>th</sup> Street (Auditorium)

### **Resolution in support of conducting a feasibility study of 7th Ave. in District 2 to determine whether it can be re-designed as a “Complete Street.”**

**Whereas** the 7th Ave. corridor in District 2 from W. 14th St. to Canal St. presents a constant threat to pedestrians as well as to bicyclists, with its lengthy street crossings, its many irregular intersections, its high volumes of disordered vehicular traffic alternately speeding or bunching up, its arterial-like environment that fosters disregard for non-driving users of the street while also endangering motorists, and the noise and pollution that emanate from its traffic-clogged lanes and fill the air; and

**Whereas** the 7th Ave. S. segment of the District 2 corridor (from the W. 11th St./Greenwich Ave. intersection to the Carmine/Clarkson/Varick Sts. intersection) is particularly dangerous with its morass of complex and confusing intersections and oddly angled, unpredictable cross streets and street crossings (exemplified by such multi-limbed and/or uneven junctures as at Bleecker/Barrow, Bedford/Leroy, Carmine/Clarkson/Varick, Christopher/W. 4th, Morton, Bedford and Leroy Sts.), a mix that imperils everyone using the street but that is exceptionally treacherous in an area with a high concentration of all types of schools (preschool, elementary, secondary and specialty), senior centers, recreational facilities and libraries and an extensive population of children and elders navigating the area who are especially vulnerable to the dysfunctional street chaos; and

**Whereas** the 7th Ave. portion of the District 2 corridor (from W. 14th St. to the W. 11th St./Greenwich Ave. intersection) presents similar hazards such as wide pedestrian crossings, speeding vehicles, disordered traffic and lack of lanes to channel bicycles. Interest has been expressed by Districts 4 and 5 in looking at the possibility of redesigning 7th Ave. north of W. 14th St. to improve its safety and enhance its ambiance, presenting an opportunity to connect improvement of the 7th Ave. corridor in District 2 from its northern W. 14th St. border to above W. 14th St. for creation of a continuously safe and pleasantly ordered thoroughfare; and

**Whereas** the Varick St. section of District 2’s 7th Ave. corridor (from the Carmine/Clarkson/Varick Sts. intersection to Canal St.) is burdened by both cars and heavy truck and bus traffic, much of it on its way to the Holland Tunnel, causing backups, competing for lanes, overrunning crosswalks, and often ignoring stop lights, not only endangering pedestrians,

but also creating a singularly unpleasant environment for all those using the street. The Hudson Square Connection Business Improvement District has created a plan that includes streetscape and traffic improvements on Varick St. from Houston to Canal that need to be looked at for coordinating them with the rest of District 2's 7th Ave. corridor, and with a host of landscaping, materials and furnishing features that might provide a model for sprucing the other sections up; and

**Whereas** many community members came to share their concerns about the dangers of District 2's 7<sup>th</sup> Ave. corridor and voiced their support for a Complete Street feasibility study to improve these conditions, including representatives from P.S. 41, the W. 13th St.-100 Block Association, the Central Village Block Association, the 7th Ave. S. Alliance, and the Bedford Barrow Commerce Block Association, and numerous letters of support were received from residents and local organizations, including the Community Education Council District 2, the Downing St. Playgroup Pre-School, Our Lady of Pompeii School, the Village Preschool Center, the Greenwich House Nursery School and Senior Center, and the Academy of St. Joseph, and a petition with over 300 signatures was received; and

**Whereas** many expressed their desire for not only safety improvements but also aesthetic improvements that would beautify the corridor; and

**Whereas** Complete Streets type redesigns, such as the kind that would be addressed in the requested study, including such improvements as pedestrian safety islands with landscaping, protected bicycle lanes, dedicated bus lanes, and traffic lights with leading pedestrian intervals or split phase timing have resulted in notable decreases in crashes and injuries on other NYC streets, such as Columbus, 1st, 2nd, 8th and 9<sup>th</sup> Aves. (e.g., 35% decrease in injuries to all street users on 8th Ave. and 58 % decrease on 9th Ave.:

"Measuring the Street," NYC Dept. of Transportation (DOT), 2012), and as of September 2014 ("Protected Bicycle Lanes in NYC" (DOT)) an aggregate safety increase is indicated, showing crashes with injuries reduced by 17% and pedestrian injuries down by 22%; while also reducing travel times, lowering speeding, lessening double parking, bettering sightlines, increasing foot traffic, pulling communities together, and improving retail sales; and

**Whereas** CB#2, Man. strongly supports a comprehensive approach to betterment that looks at a corridor holistically to coordinate improvements so that they supplement and work smoothly in concert with each other rather than employing ad hoc approaches that often result in negative impacts to the rest of the corridor; and

**Whereas** a Complete Street design for District 2's 7th Ave. corridor would be in keeping with Vision Zero's goal for street designs that reduce traffic related fatalities and promote safer streets;

**Therefore be it resolved** that CB2, Man. fully supports conducting a feasibility study for the full length of 7th Ave. in District 2, from W. 14th St. to Canal St. (and requests that this study be done) to determine whether it can be re-designed as a Complete Street in order to improve its safety as well as to aesthetically enhance its ambiance; and

**Be it further resolved** that CB2, Man. asks that this study consider a wide variety of options for a truly Complete Street, including but not limited to pedestrian safety islands, landscaping, adequately sized and wide, visibly striped crosswalks, protected bike lanes, narrowed traffic lanes, traffic lights with leading pedestrian intervals or split phase timing, dedicated bus lanes, bus bulbs or other design features to assure curb pull-up and level low-floor bus boarding access, seating and signs at every bus stop, with a balance of commercial and individual parking as well as parking for bicycles, motorcycles and scooters in the street, medians, and widened sidewalks; and

**Be it further resolved** that CB2, Man. requests that when aesthetically improving the look of this corridor is reviewed, that the landscaping, materials and furnishing features recommended in the Hudson Square Connection's streetscape plan for Varick St. be examined and given consideration; and

**Be it further resolved** that CB2, Man. asks DOT for close consultation with CB2 and its stakeholders as the requested study progresses; and

**Be it finally resolved** that CB2, Man. asks that the requested study be completed within a six-month time frame in order to begin much-need improvements as quickly as possible.

Vote: Unanimous, with 40 Board Members in favor