

Terri Cude, *Chair*
Daniel Miller, *First Vice Chair*
Susan Kent, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
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Erik Coler, *Assistant Secretary*

COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

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

September 25, 2018

Edward Pincar Jr.
Manhattan Borough Commissioner
Department of Transportation
55 Water St. 9th Floor
New York, NY 10041

Dear Manhattan Borough Commissioner Pincar:

At its Full Board meeting September 20, 2018, Community Board #2, adopted the following resolution:

Resolution requesting traffic and pedestrian safety improvements at the Cooper Sq. Plaza crossing (4th Ave. to Bowery at E. 6th St.), including speed humps, signage, signalization changes and other safety measures.

Whereas the roadway that winds around (and through) Cooper Sq. Plaza between 4th Ave. at E. 7th St. and the Bowery at E. 6th St. presents numerous crossing hazards to pedestrians, as well as the potential for vehicular conflicts; and

Whereas these hazards include the following:

- A high volume of vehicular traffic, including buses, taxis, livery vehicles, delivery trucks as well as private cars, enter the roadway from the Bowery at E. 6th St. and advance at high speed in the absence of traffic controls or calming to slow them down.
- Numerous pedestrians cross the roadway every which way, often unaware of approaching vehicular traffic under the assumption that the plaza pedestrian area continues where this roadway splits the plaza, and also ignorant of the crosswalk at the Bowery and 6th St.
- When vehicles from 6th St. reach the (right angle) bend of the roadway at 4th Ave., there's a blind spot obstructing drivers' visibility of pedestrians crossing (with drivers continuing to speed).
- Although there's a traffic light at the Bowery and 6th St., the signals are not coordinated; a perpetual "Walk" light allows pedestrians to cross at the same time vehicles are turning into their path, putting the pedestrians in peril.
- There's no signage warning drivers to watch for and slow down for pedestrians (although a flashing electronic "Yield to Pedestrians" sign was briefly installed by the 9th Precinct at the southwest corner in the past), nor is there signage directing pedestrians where to cross.; and

Whereas the Cooper Plaza roadway was originally planned for buses only. Currently bus passengers are let off at the northeastern section where they cross the street at breaks between the planters there, another crossing hazard; and

Whereas a Citi Bike station that accommodates over 40 bicycles is located by the Plaza roadway, and there's also other heavy bike traffic there, yet there is no bike path, although one was part of the original Plaza plan, which also might slow down and organize the traffic; and

Whereas the 9th Precinct has been surveying traffic conditions in the area and expressed its concern for the hazards they present and the need for amelioration, in particular, for installation of a speed hump at the sharp bend where 6th St. transitions into 4th Ave.; and

Whereas the area is frequented night and day by a large and varied population, many of them exceptionally vulnerable to the vagaries of badly controlled speeding traffic, including mothers with strollers, Grace Church high school students, Cooper Square Preschool children, NYU and Cooper Union students and faculty, seniors and disabled from the JASA facility, park users, tourists, local visitors (many coming from one of the most heavily used subway stops) not to mention college students traveling to and from their dorms and pedestrian traffic on weekends to Bowery entertainment venues, both in need of nighttime visibility;

Therefore be it resolved that Community Board 2 Manhattan (CB2) requests that the NYC Dept. of Transportation (DOT) thoroughly observe conditions at the roadway bordering and winding through Cooper Sq. Plaza between 4th Ave. at E. 7th St. and the Bowery at E. 6th St. and devise a plan for ameliorating the dangerous traffic and crossing situation there; and

Be it further resolved that CB2 urges DOT to employ traffic calming approaches to slow down traffic on the Cooper Sq. Plaza roadway, such as a speed hump at the roadway's southwestern blind spot where vehicles transition from 6th St. into 4th Ave.; and

Be it further resolved that CB2 strongly favors and requests the installation of permanent, highly visible signage to alert drivers to pedestrians along the roadway (e.g. Yield to Pedestrians signs), pedestrians to oncoming vehicular traffic and to the crosswalk, and should there be a bike lane, to caution pedestrians about the bike lane's presence and bicyclists about crossing pedestrians; and

Be it further resolved that CB2 advocates converting the Cooper Sq. Plaza roadway to a shared street for pedestrians and vehicles (similar to the one installed on Broadway btw. 25th & 26th St.), with an epoxy gravel roadbed, where vehicular traffic is limited to 10 mph, thereby discouraging driving there and promoting pedestrian safety; and

Be it further resolved that CB2 asks that DOT change the traffic light signal phasing at the intersection of the Bowery and E. 6th Sts. to a full split phase cycle that allows for a separate, conflict-free pedestrian crossing on E. 6th 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 E. 6th St. that operates concurrently with a red left-turn arrow on the Bowery; and

Be it further resolved that CB2 encourages DOT to study the possibility of restricting the Cooper Sq. Plaza roadway to buses only; and

Be it further resolved that CB2 asks DOT to investigate installation of a two-way bike lane on the Cooper Sq. Plaza roadway; and

Be it finally resolved that CB2 requests that DOT conduct observations at the Cooper Sq. roadway and return to CB2 with a plan for ameliorating the dangerous conditions at that site as soon as possible.

Vote: Unanimous, with 41 Board Members in favor.

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

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



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

TC/EM

c: Hon. Carolyn Maloney, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Carlina Rivera, Council Member

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Edward Pincar Jr.
Manhattan Borough Commissioner
Department of Transportation
55 Water St. 9th Floor
New York, NY 10041

Dear Manhattan Borough Commissioner Pincar:

At its Full Board meeting September 20, 2018, Community Board #2, adopted the following resolution:

Resolution requesting two speed humps on Perry St. btw. W. 4th St. and 7th Ave. S. and louvers on the traffic light at Perry St. and 7th Ave. S.

Whereas vehicular traffic originating from the north on 9th Ave. flows south on Hudson St. into Bleecker St., all the way gaining momentum as it then turns east on Perry St. (its first opportunity to head to 7th Ave. S.) where it proceeds at a hurried pace; and

Whereas the speed of this traffic is further exacerbated by the impetus by drivers to catch the traffic light at Perry St. and 7th Ave. S. when it turns green, leading to driving well in excess of the speed limit, and threatening the safety of pedestrians crossing the street; and

Whereas concern for pedestrian safety includes the many children who traverse this street on their way to P.S. 41 as well as other vulnerable walkers who frequently cross there; and

Whereas speed humps have been installed in the surrounding area at such locations as W. 11th St. btw. 6th and 7th Aves., W. 11th St. btw. W. 4th and Bleecker Sts. and Charles St. btw. W. 4th and Bleecker Sts., and residents have reported that they've helped slow down traffic and promote pedestrian safety; 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 the NYC Dept. of Transportation (DOT) has installed louvers on some traffic lights to obscure the light's designation to approaching drivers; and

Therefore be it resolved that Community Board 2 Manhattan (CB2) urges DOT to install two speed humps on Perry St. btw. W. 4th St. and 7th Ave. S.; 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 supports installing louvers on the traffic light at Perry St. and 7th Ave. S. to obscure its green light phases; and

Be it finally resolved that CB2 encourages DOT to consider and plan the patterns and directions of its streets in a comprehensive manner in order to ensure a safe and coordinated flow of traffic.

Vote: Unanimous, with 41 Board Members in favor.

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

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



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

TC/EM

c: Hon. Jerrold Nadler, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Corey Johnson, Council Member