



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.nyc.gov/mcb4

LOWELL D. KERN
Chair

JESSE R. BODINE
District Manager

January 6, 2020

Ed Pincar
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane 37th Floor
New York, NY 10037

Re: Dangerous Intersections

Dear Borough Commissioner Pincar,

While Manhattan Community Board 4 (MCB4) is grateful that the Department of Transportation (DOT) has worked diligently in 2019 to make fourteen dangerous intersections¹ safer in Community District 4, we are devastated by the increase in fatalities in our district, including one three weeks ago on West 49th Street and Tenth Avenue, just one block south of the new bike lane.

Manhattan Community Board 4 at its January 2nd Full Board meeting, by a vote of 35 in favor, 2 against, 0 abstaining, and 0 present but not eligible to vote, requests that 31 intersections be included in the Safety Improvements Projects (SIPs) and be addressed in priority as part of the 400 intersections to be fixed annually as specified in the Street Master Plan recently passed into law. We should not have to wait for another eight neighbors to die to get safety in our community.

There were eight fatalities to date in 2019 – six pedestrians and two cyclists², a 100% increase over last year, much larger than the city overall³. Through November of 2019 our Community had the highest number of pedestrian and cyclist fatalities amongst all community districts citywide, despite years of focus on street safety. This is a full-blown crisis that deserves urgent attention and the utmost priority.

¹ West 39th, West 40th, West 41st, West 42nd, West 43rd, West 45th and West 57th Streets intersections with Eighth Avenue and seven westbound turns on Eleventh Avenue between 57th and 43rd Streets.

² Two in mixing zones and two on avenues without a bike lane.

³ Citywide pedestrian and cyclist fatalities increased by 18% . www.crashmapper.org

In order to help us get to the cause of these numerous fatalities, could the DOT provide us with the number of vehicles, bicyclists, and pedestrians at a given point in time, in each of the community districts in the City?

All intersections in our district should be retrofitted to provide the highest level of safety for pedestrians and bicyclists⁴. Split phase signals, Split Leading Pedestrian Intervals (LPIs), offset crossings, neckdowns and striped crossings for bicyclists have proven to reduce significantly the deadly conflicts between vehicles and vulnerable users.

Short of such wholesale approach which we hope will become the norm, we are urging the DOT to fix the following intersections that have been classified in three groups (the detailed list is attached).

- Recent Fatal Crashes: Eight intersections
- Mixing Zones with left turn movements (prioritized by number of crashes): 12 intersections.⁵ We are also on record for requesting the installation of a protected bike lane on Tenth Avenue.
- Previous requests that are still not addressed or that should have been fixed as part of various projects but were not. 11 intersections fall into this category.

All intersections should be equipped with exclusive split phases, split LPIs or offset crossing, and neck downs to slow turning cars.

We know DOT cares about street safety. With the Streets Master Plan in place we hope you will have the necessary resources to accelerate the process and permanently fix these 31 intersections in the first year of the Plan (2021). We urge you to not wait and fix a significant portion of them in 2020 ahead of the Plan.

Sincerely,



Lowell D. Kern
Chair
Manhattan Community Board 4



Christine Berthet
Co-chair
Transportation Planning Committee



Dale Corvino
Co-chair
Transportation Planning Committee

⁴ <https://www1.nyc.gov/html/mancb4/downloads/pdf/july-2017/49-TRANS-Letter-to-DOT-re-DOT-re-Protected-Intersections.pdf>

⁵ https://www1.nyc.gov/html/mancb4/downloads/pdf/february_2019/20-letter-to-dot-re-priority-intersections-for-improved-protections.pdf

Enclosure

Cc: Hon. Brad Hoylman, New York State Senate
Hon. Deborah Glick, New York State Assembly
Hon. Richard Gottfried, New York State Assembly
Hon. Corey Johnson, Speaker of the City Council
Hon. Gale A. Brewer, Manhattan Borough President
Polly Trottenberg, Commissioner, Department of Transportation

Attachment

Recent Fatal Crashes

Eight intersections should be retrofitted with full split phases, Split LPIs or offset crossing, or neck downs to slow the turning cars.

- West 15th Street and 6th Avenue: 1 pedestrian killed,
- West 17th Street and 9th Avenue: 1 pedestrian killed,
- West 22nd Street and 8th Avenue: 1 pedestrian killed,
- West 23rd Street and 6th Avenue: 1 pedestrian killed, 1 cyclist killed
- West 30th Street and 11th Avenue: 1 cyclist killed,
- West 45th Street and 8th Avenue: 1 cyclist killed⁶
- West 49th Street and 10th Avenue: 1 pedestrian killed

Removal of mixing Zone for left turn movements (prioritized by # of crashes)

12 intersections are currently equipped with mixing zones that should be retrofitted with full split phases, Split LPIs or offset crossing, or neck downs to slow the turning cars.⁷ We are also on record for asking for the installation of a protected bike lane on Tenth Avenue.

Sixth Avenue – Westbound turn onto

- West 25th Street (This had been requested as part of the Sixth Avenue installation)

Eighth Avenue – Westbound turn onto

- West 51st Street
- West 33rd Street
- West 53rd Street
- West 55th Street
- West 59th Street

Ninth Avenue – East bound turn onto

- West 58th Street
- West 52nd Street
- West 46th Street
- West 40th Street
- West 36th Street
- West 30th Street

11 intersections that should have been fixed as part of various projects but were not, and several previous requests that are still not addressed.

⁶ Intersection was improved recently

⁷ https://www1.nyc.gov/html/mancb4/downloads/pdf/february_2019/20-letter-to-dot-re-priority-intersections-for-improved-protections.pdf

- West 34th Street and 8th Avenue, which was never equipped with the split phase signal as it is the norm at large street intersections.
- Westbound West 34th Street southbound turn onto 11th Avenue
- Westbound West 42nd Street southbound turn onto 11th Avenue
- Eastbound West 42nd Street southbound turn onto 11th Avenue (Lincoln Tunnel access)
- Eastbound West 42nd Street northbound turn onto 10th Avenue
- Eastbound West 30th Street intersection with 10th and Dyer Avenues, which we requested to be studied
- Tenth Avenue westbound turn onto West 55th Street (committed by DOT to Speaker Corey Johnson when the 10th Avenue bike lane was installed)
- Tenth Avenue westbound turn onto West 23rd Street (where we have requested split phase signals)
- Eleventh Avenue at West 23rd and West 24th Streets, which we have requested to be addressed in 2012 and again in 2016.⁸
- Westbound West 24th Street southbound turn onto 12th Avenue
- Westbound West 20th Street southbound turn onto 12th Avenue
- Twelfth Avenue at West 26th Street

⁸ https://www1.nyc.gov/html/mancb4/downloads/pdf/25_trans_letter_to_dot_re_23rd_street_and_11th_avenue.pdf