



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

BURT LAZARIN

Chair

JESSE R. BODINE

District Manager

February 20, 2019

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

Re: Priority Intersections to Convert to LBI

Dear Commissioner Pincar,

Manhattan Community Board 4 at its February 6th Full Board meeting by a vote of 32 in favor, 0 against, 0 abstaining and 0 present but not eligible to vote, requests that the following intersections be retrofitted with a “delayed crossing signal (Split LBI) in the order of priority indicated below.

After the release of its excellent study, “Cycling at the crossroads” offset crossings¹ and delayed crossings² as alternate options to mixing zones, NYC Department of Transportation (DOT) indicated they were open to replacing mixing zones on existing bike lanes with the new treatments, where appropriate. While we understand that the conversion will have to be based on schedule availability and not imminent, we would appreciate it if you could provide us with an installation plan.

Further, the new Tenth Avenue bike lane installation included a split LBI (Delayed Crossing) per DOT’s last presentation to this community. We recommend that such a feature be installed on Tenth Avenue to protect the crossing of West 55th Street from westbound turning vehicles, as a bicyclist was killed there by a turning vehicle.

¹ Offset crossings consist of a pedestrian refuge that extends through half of the intersection and forces cars to turn at a sharp angle and slow down considerably to do so. It reduces the conflict zone between pedestrian/ bicyclists and turning cars.

² Split Lead Bicycle or pedestrian intervals – also known as Delayed Crossings, consist of a red arrow signal for turning cars when pedestrians and bicyclists can cross without conflict with turning vehicles. This is followed by a blinking yellow arrow signal, allowing vehicles to turn while proceeding with care.

Intersections in order of priority to be converted to Split LBI

9th Avenue – Eastbound turn onto

W 36th Street
W 58th Street
W 52nd Street
W 30th Street
W 40th Street
W 56th Street
W 46th Street

6th Avenue – Westbound turn onto

W 25th Street

8th Avenue – Westbound turn onto

W 51st Street
W 39th Street
W 33rd Street
W 53rd Street
W 55th Street
W 45th Street

Sincerely,



Burt Lazarin
Chair
Manhattan Community
Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Dale Corvino
Co-Chair
Transportation Planning
Committee