



Delores Rubin
Chair
Jesse R. Bodine
District Manager

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

November 9, 2017

Luis Sanchez
Manhattan Borough Commissioner
Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10037

Re: Signal Timing for Vision Zero

Dear Commissioner Sanchez,

Manhattan Community Board 4 (MCB4) thanks you for agreeing to change the signal timing along Seventh Avenue to conform to the 25 MPH legal citywide speed limit established as part of Vision Zero.

MCB4 now requests that the signal timing for any avenues and streets in Manhattan Community District 4 that are currently timed for 30 MPH at any time of the day be adjusted and synchronized to conform to the 25 MPH legal speed limit. We also ask that the day and night signal timing information for each corridor in the city be published on the Department of Transportation (DOT) website. MCB4, at its November 1st Full Board meeting, voted in support of these requests with a vote of 32 in favor, 3 opposed, 0 abstention, and 0 present but not eligible to vote.

In November 2014, MCB4 applauded the change of the legal speed limit from 30 MPH to 25 MPH. Per the city's website, "New York City is reducing its speed limit to 25 MPH in order to make the city safer for pedestrians, cyclists, and drivers and help meet the City's goal of bringing traffic fatalities to zero. Data shows that driving at or below 25 MPH improves drivers' ability to avoid crashes. Pedestrians struck by vehicles traveling at 25 MPH are half as likely to die as those struck at 30 MPH. [...] Vehicle stopping distance improves by 45 feet (23%) when travelling at 25 MPH versus 30 MPH. This small 5 MPH decrease in speed means that many crashes can be avoided altogether. If crashes do occur, the severity of injuries is reduced at lower speeds."

Over the years, we have received repeated complaints about speeding. Our neighborhood is particularly prone to speeding with many drivers arriving from or going to the West Side Highway and the Lincoln Tunnel. During large portions of the day, the avenues or segments of avenues are clear of congestion. This is especially true when children come out of school¹. Even when a single avenue is congested, two lanes of traffic may be occupied by queues to the Lincoln Tunnel, but two other lanes are empty and are used as a speedway.

With the rezoning of Hudson Yards and the large influx of residents, our streets need to be redesigned for a residential population. Changing the timing of signals to conform to the 25 MPH legal limit is a crucial measure that would ensure a high level of compliance with the law. As part of its Vision Zero mandate, we ask the DOT to make the 25 MPH speed limit more than just another law on the books, but a reality on the ground in our neighborhood.

Sincerely,



Delores Rubin
Chair
Manhattan Community
Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Yoni Bokser
Co-Chair
Transportation Planning
Committee

¹ In 2015-2016, 140 cameras activated between 8 am and 4 pm in school zones issued 2, 861,909 violations in New York City.
<http://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report-june2017.pdf>