



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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Lowell D. Kern
Chair

Jesse Bodine
District Manager

May 13, 2021

Hon. Gale Brewer
Manhattan Borough President
1 Centre Street, 19th Floor
New York, NY 10007

Marisa Lago
Chair
NYC Department of City Planning
120 Broadway
New York, NY 10271

Melanie E. La Rocca
Commissioner
NYC Department of Buildings
280 Broadway, 1st Floor
New York, NY 10007

Re: Pedestrian Fatality in front of Parking Garage

Dear Manhattan Borough President Brewer, Commissioner Lago, and Commissioner La Rocca,

Manhattan Community Board 4 (MCB4) at its May 5th Full Board meeting, by a vote of 36 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible, voted to request that immediate measures be taken to prevent another fatality at the exit of a parking garage. As you are aware, Kathie Coblentz, 73 — a beloved resident of our district and a distinguished librarian at the New York Public Library — was struck and killed on April 3rd while crossing the garage entrance in the street at the Time Warner Center. This tragedy was avoidable.

- The zoning text adopted in 2013 (see attached) requires that the exit of newly permitted parking garages include a stop sign and a speed bump. It also limits the width of the driveway to 22-ft. Because retroactive compliance was not legally required by the text, the vast majority of parking garage exits are not safe. We request that ALL parking garages be compelled to immediately comply with the current safety stipulations. Such retroactive

changes have been used in the past for building facades and elevators when safety was at risk. The Department of Buildings (DOB) should inspect and enforce this measure.

- Most of parking driveways do not fully comply with ADA. As a result, persons with disabilities are at a higher risk of injuries. All driveways should be inspected by DOB.
- Change the DOB specifications for scaffolding shed installations. In this instance, the legs of the shed were positioned within the exit lane, forcing the driver to go the wrong way up the entrance lane and obstructing the sight line between the pedestrian and the driver. No scaffolding legs should ever be installed within a driveway. DOB guidelines should be adjusted, and inspections initiated.

The zoning resolution offers low-cost measures to ensure that drivers yield to pedestrians. It is the City's responsibility to ensure that such safeguards are in place. We look forward to working with you to prevent other unnecessary fatalities or injuries.

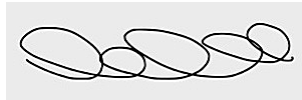
Sincerely,



Lowell D. Kern
Chair
Manhattan Community Board 4



Christine Berthet
Co-chair
Transportation Planning Committee



Dale Corvino
Co-chair
Transportation Planning Committee

Enclosure

CC: Hon. Brad Hoylman, New York State Senate
Hon. Linda Rosenthal, New York State Assembly
Hon. Richard Gottfried, New York State Assembly
Hon. Corey Johnson, Speaker, New York City Council
Hon. Ydanis Rodriguez, Committee on Transportation, New York City Council
Ed Pincar, Manhattan Borough Commissioner, NYCDOT

13-26 of the zoning amended in 5/8/2013

"For all **accessory** off-street parking facilities, the following safety features shall be provided at all vehicular exit points:

- (a) a stop sign which shall be clearly visible to drivers. Such signage shall comply with the standards set forth in the Manual of Uniform Traffic Control Devices (MUTCD) issued by the Federal Highway Administration (FHWA) for a conventional single lane road; and
- (b) a speed bump, which shall be located within the exit lane of the parking facility. Such speed bump shall:
 - (1) span the width of the vehicular travel lane;
 - (2) have a minimum height of two inches, as measured from the adjoining grade of the exit lane, and a maximum depth of 12 inches; and
 - (3) **shall be located a minimum of four feet beyond the street line, as measured perpendicular to the street line.**

Width

In addition, the maximum width of a curb cut shall be 22 feet for curb cuts accessing off-street parking spaces **accessory** to **residences** in R9 or R10 Districts, C1 and C2 Districts mapped within R9 and R10 Districts, and in all other **Commercial Districts** where, as set forth in the tables in Section **34-112** or **35-23**, as applicable, the equivalent **Residence District** is R9 or R10. This maximum curb cut width of 22 feet shall also apply to curb cuts accessing off-street parking spaces **accessory** to **commercial** or **community facility uses**, and to curb cuts accessing off-street parking facilities with parking spaces **accessory** to a mix of **uses**.

ADA design for driveway

https://nacto.org/docs/usdg/designing_sidewalks_trails_access_alexson.pdf

Figure 4-34:

On wide sidewalks, there is enough room to provide a ramp for drivers and retain a level landing for pedestrians.

Wide sidewalks can be designed similar to sidewalks with a setback if the upper portion of the sidewalk is leveled for pedestrians and the bottom portion is sloped for automobiles (Figure 4-34).

