

Short Term Transportation Safety Consultant

Proposal: Design and Engineering Study of Four Crucial Intersections

Purpose and Need:

Manhattan Community Board 4 (MCB4) co-sponsored a Seniors Community Survey in 2013¹. The survey revealed that traffic safety is one of the key concerns of seniors in our neighborhood. As referenced in the survey, crossing the street is a challenge for able bodied adults, however it has become increasingly dangerous for seniors and young families who move at a slower pace.

MCB4 has a long history of supporting safer street and sidewalk designs². In particular, the installation of neckdowns at dangerous intersections increases safety for pedestrians waiting or crossing the street. MCB4 Transportation Planning Committee proposes to hire a transportation consultant to conduct an engineering study at four of the most crucial intersections within the Community District 4 area. The study would help expedite the installation of traffic calming and safety designs by the Department of Transportation (DOT).

Before DOT can install any traffic calming or safety design, such as neckdowns³, an engineering study is required. These projects should be performed by the city, however DOT has extremely constrained resources and often relies on outside professional experts to perform such studies. Once the study is accepted and approved by DOT the safety recommendations are typically implemented within one year. Similar to Business Improvement Districts and private developers, by MCB4 funding the study, we will accelerate the installation of the traffic calming and safety designs at the four intersections by 5 to 10 years.

Site Selection:

The proposed intersections would be near locations with a concentration of seniors, children, or intersections known to be dangerous.

- West crossing of West 43rd Street and 9th Avenue (Manhattan Plaza- NORC)
- West crossing of West 45th Street and 9th Avenue (Two fatalities, UPS and other trucks turning aggressively)

¹ https://www1.nyc.gov/html/mancb4/downloads/pdf/10%20Oct%2013/SeniorSurveyReport_REDUCED.pdf

² https://www1.nyc.gov/html/mancb4/downloads/pdf/february_2019/20-letter-to-dot-re-priority-intersections-for-improved-protections.pdf; <https://www1.nyc.gov/html/mancb4/downloads/pdf/july-2017/49-TRANS-Letter-to-DOT-re-DOT-re-Protected-Intersections.pdf>

³ [A Neckdown\bulb-out\Curb Extension](#) is an expansion of the curb line into the lane of the roadway adjacent to the curb (typically a parking lane) for a portion of a block either at a corner or mid-block. A neckdown enhances pedestrian safety by reducing crossing distances, can relieve sidewalk crowding, and can provide space for functional elements such as seating, plantings, and furniture. DOT paints the extension on the asphalt and installs flexible bollards to delimit the new pedestrian area. Subsequently they include the construction of the permanent sidewalk extension in the next capital project cycle which can take up to 5 years.

- West crossing of West 17th Street and 9th Avenue (One fatality – senior community center)
- West crossing of West 25th Street and 9th Avenue (School and Hudson Guild center)

How much will the study cost?

Based on up to date data from the Hudson Yards Hell Kitchen Alliance (HYHK Alliance) the cost to study and produce a report for four intersections would be \$12,000.