



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**CHRISTINE BERTHET**  
Chair

**JESSE BODINE**  
District Manager

January 14, 2015

Polly Trottenberg  
Commissioner, Department of Transportation  
55 Water Street, 9<sup>th</sup> Floor  
New York, NY 10041

**Re: West 57<sup>th</sup> and 8<sup>th</sup> Avenue Pedestrian Safety Improvements**

Dear Commissioner Trottenberg:

Manhattan Community Board 4(CB4) requests pedestrian safety improvements at the intersection of West 57<sup>th</sup> Street and 8<sup>th</sup> Avenue. This intersection was recently identified by the Department of Transportation (DOT) as one of the most dangerous intersections in the city, with eight pedestrians either severely injured or killed in the last three years. The report also indicated that two other intersections along the West 57<sup>th</sup> Street corridor were extremely dangerous for pedestrians. This particular intersection is congested with both pedestrians and vehicular traffic on account of its proximity to both Columbus Circle and Times Square. Furthermore, West 57<sup>th</sup> Street is a two-way street that is frequently used by trucks as an approach to the Queensboro Bridge. The dangers at this intersection are further complicated by the MTA buses which turn at this intersection for their layover locations on the north east side of 8<sup>th</sup> Avenue.

We appreciate that DOT has recently installed a Leading Pedestrian Interval (LPI) at West 57<sup>th</sup> and 8<sup>th</sup> Avenue to address these safety concerns. However, we feel that an LPI, which provides street crossers approximately 7 seconds crossing time before cars are permitted to turn, is insufficient and we instead recommend the installation of split-phase turn signals at all tuning points in this intersection. We have found that the installations of dedicated turn signals or split-phase signals are effective in improving pedestrian safety at dangerous intersections. The installation of a split-phase signal at the intersection of West 23<sup>rd</sup> Street and Seventh Avenue has resulted in a 63% reduction in pedestrian injury. We request that with this change the DOT also install Accessible Pedestrian Signals (APS) to assist blind or low vision pedestrians crossing this dangerous intersection.

The intersection at 57<sup>th</sup> and 8<sup>th</sup> Avenue has been identified by the DOT as one of the most dangerous in the city, and with a growing number of large residential buildings near this intersection it is urgent that DOT act on this recommendation quickly. In addition to the installation of a split-phase turn signal it is our hope that DOT, in alignment with the Vision Zero initiative, will bring more pedestrian safety improvement proposals to this board for this intersection and other dangerous intersections throughout our community.

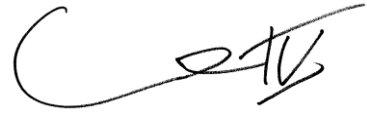
Sincerely,



Christine Berthet  
Chair



Jay Marcus  
Co-Chair, Transportation  
Planning Committee



Ernest Modarelli  
Co-Chair, Transportation  
Planning Committee

cc:

Manhattan Borough President Gale Brewer  
Councilmember Helen Rosenthal  
Assemblymember Linda Rosenthal