



DELORES RUBIN
Chair

Jesse Bodine
District Manager

January 5, 2017

Polly Trottenberg, Commissioner
NYC Department of Transportation
55 Water Street
New York, NY 10041

Re: Split Phase Signals at Priority Intersections

Dear Commissioner Trottenberg,

Manhattan Community Board 4 once againⁱ brings to your attention the extremely dangerous traffic conditions in our neighborhood of Hell's Kitchen. Just last week two people died in horrific vehicular crashes: a woman crossing the street with the walk sign was crushed to death by a turning truck in front of her family at 39th Street and 10th Avenue; and a cyclist was crossing the northbound leg of the west side highway with the walk sign as directed, when he was overrun by a turning vehicle coming from 55th Street.

These are not isolated incidents: in 2016, four pedestrians were killed in our district, double the 2014 number, when the Mayor initiated his Vision Zero initiative. We acknowledge that the increase in traffic crashes is a nationwide trend, however the numbers we experience – 6 deaths or a 300% increase in overall fatalities since 2013 - vastly exceeds the 10% increase reported for the rest of the country or the city.

While we are very grateful that the DOT has worked closely with us to install many new improvements in our district in recent years as a result of the 2007 Hell's Kitchen traffic study, in particular many Lead Pedestrian Intervals and a few split phases and split LPIs, the statistics make us wonder if the pace of change is adequate, considering the increased congestion and pedestrian traffic in all parts of our neighborhood.

In addition to fixing the two intersections mentioned above, where the crashes resulted in fatalities, we are asking you – again - to address with urgency and with proven solutions (like split phases, that reduce crashes by at least 50% and up to 77%) those priority intersections identified in the DOT 2014 Vision Zero Pedestrian Action reportⁱⁱ.

- West 57 Street & 10th Avenue

- West 57 Street & 8th Avenue
- West 42 Street & 8th Avenue
- West 42nd Street & 9th Avenue
- West 42nd Street & 11th Avenue
- West 34th Street & 8th Avenue
- West 24th Street & 8th Avenue
- West 14th Street & 7th Avenue
- West 14th Street & 9th Avenue

At each intersection, Accessible Pedestrian Signals should be installed along with the changes in signals to comply with federal regulations.

MCB4 knows that the DOT cares about safety and that resources are not infinite. We simply ask that you accelerate the rate of change by removing institutional and cultural obstacles to these installations, add urgency and put priority on those most dangerous intersections in our district in order reduce fatalities.

Sincerely,



Delores Rubin
Chair



Christine Berthet
Co-Chair, Transportation
Planning Committee

Yoni Bokser
Co-Chair, Transportation
Planning Committee

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- ⁱ <http://www.nyc.gov/html/mancb4/downloads/pdf/16-TRANS-Letter-to-DOT-re-11th-Avenue-Safety-Improvements.pdf>
 - http://www.nyc.gov/html/mancb4/downloads/pdf/archives/july-august/30_trans_letter_to_dot_re_fatality_at_38th_st_and_8th_ave.pdf
 - http://www.nyc.gov/html/mancb4/downloads/pdf/october2016/15_trans_letter_to_dot_re_split_lpi_signals.pdf
 - http://www.nyc.gov/html/mancb4/downloads/pdf/october2016/16_trans_letter_to_dot_re_11th_avenue_safety_improvements_with_attachment.pdf

ⁱⁱ <http://www.nyc.gov/html/dot/html/pedestrians/ped-safety-action-plan.shtml>