



**CHEKPEDS**

**OUR MEMBERS** • 9th

Avenue Association • 43rd Street Block Association • 44SW • 44th Street Block Association • 45th Street Block Association • 46th Street Block Association • 47/48th Street Block Association • 55th Street Block Association • 344-348 West 38th Street Tenants Corp. • Actors Temple Theater • American Home Hardware & More • Baryshnikov Arts Center • Basilica • Brazil Brazil • Candlewood Suites Times Square • Chimichurri Grill • Clinton Housing Development Corp • Costa del Sol • Cupcake Café • Delphinium Home • Domus • Econolodge • Empire Tailors & Cleaners • Times Square • Galaxy Diner • Hampton Inn Times Square South • Hartley House • Hell's Kitchen Neighborhood Association • HK5051 Block Association • Holiday Inn Times Square • Housing Conservation Coordinators • Hudson Crossing Tenants Association • International Foods • J.Seffens Studio • L'Allegria • Larissa Designs • Manganaro's Food • Manhattan Plaza • Metro Bicycle Stores • New Dramatists • Nice N Natural • Orion Condominium • Piccinini Brothers • Il Punto • PetsNYC.com Poseidon Bakery • Project FIND • R/GA • Revolution Rickshaws • Rockrose Development • Sea Breeze • Sunnyside Records • Smiley's • Sonja Wagner Gallery • Costa del Sol • St. Lukes Theater • Studio LLC • Tagine • Tartare • The Ritz • The Piano Factory • Thrift & New Shoppe • Trattoria Pesce Pasta • Vintner Wine Market

[www.chekped.com](http://www.chekped.com)

April 30, 2014

**New York City Council - Transportation Committee Hearings  
Intro 43-A & Intro 153**

Dear Chair Rodriguez and Committee members,

CHEKPEDS a coalition for pedestrian safety on the West side of Manhattan applauds your introduction of the various safety bills and in particular 43-A to study Exclusive Pedestrian Signals.

In Hells Kitchen on a half mile of 9<sup>th</sup> Avenue there have been 7 deaths of pedestrians and countless injuries all caused by turning cars or trucks that failed to yield to pedestrian who had the walk sign. One of them was a seven-month pregnant woman at the corner of my street. As you probably know the New York Times published a study showing that 44 % of pedestrian injuries occurred at intersections with the pedestrian in the crossing with the walk sign.

Resolving this problem once and for all is one of our highest priorities. The good news is that the exclusive pedestrian signal - which has been successfully installed at many intersections in midtown where the traffic is extreme - is the proven solution, illustrated in DOT manuals.

**Intro 43-A** calls for a study on improving the safety of pedestrians and bicyclists where motor vehicles make left turns...the designation of lanes exclusively for left turns, and the installation of exclusive pedestrian signals. It calls for the DOT to establish a process to consider the annual requests of community boards and communicate their findings. In the context of Sections 19-182 this would happen every five years.

We have a few suggestions for this introduction:

- 1- If there is a crash, can we really wait 5 years to respond to the families and study the intersection for appropriate corrective action? Section 19-181 of the administrative code provides for safety inspection and corrective action much sooner and right after a crash. We recommend that this intro be added to both sections of the code.
- 2- There were 3 fatalities on 9<sup>th</sup> Avenue on right turns by trucks, so why left turns only. We know for a fact that many crashes related to trucks and buses happen on right turns. Should not those be eligible for study and exclusive signals as well?
- 3- At 41<sup>st</sup> street and 9<sup>th</sup> Avenue, after a first fatality, DOT installed a Lead Pedestrian Interval. The community board challenged that decision and requested an exclusive pedestrian signal. Last year a second pedestrian was killed and DOT has now accepted to install an exclusive pedestrian signal. Who wants

CHEKPEDS is a coalition of over 1,500 businesses, individuals, and institutions dedicated to pedestrian safety in Clinton and Hell's Kitchen, on the West side of Manhattan and the sponsor of the 9<sup>th</sup> Avenue Renaissance project. [excom@chekped.com](mailto:excom@chekped.com)

Clinton/Hell's Kitchen Coalition for Pedestrian Safety | 348 west 38<sup>th</sup> Street, New York, NY 10018 | (646) 623 2689 |

to be the family of the second fatality? Why the highest safety measure was not provided to our community the first time around?

For each instance where the DOT elects to not install an exclusive pedestrian signal, the DOT should be asked to demonstrate why they are electing to provide a solution less safe than the recognized standard of safety, at locations with high pedestrian/bicyclists crashes.

These decisions have fatal consequences and we should not play Russian roulette with the life of our citizens for the sake of saving 5 seconds of traffic flow.

**Intro 153**, requests an interactive map of crime and crashes. We recommend that all the information currently reported by the NYPD in tabular format be included in the maps (including injuries, breakdown of persons and vehicles involved as well as which person was injured or killed and contributing factor). All of the summations and filtering should be feasible on any segment of information, not just location based.

In our analysis of the data the NYPD provides, we have noted that contributing factors are often missing when pedestrians are involved, while they are even present for vehicular collisions without pedestrian injuries. Contributing factors should always be captured and provided in case of pedestrians injuries or fatalities

We applaud your efforts to make the streets of New York City less dangerous for pedestrians and in particular Resolution 144 long overdue and intro 238-A.



C. Berthet, co-founder,