



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD 10
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District Manager

Manhattan CB10 Resolution Re: The Proposed NYC Department of Transportation (DOT) Traffic Safety Measures on Morningside Avenue and Hancock Place

Whereas, DOT data shows that there were 102 injuries along Morningside Avenue between West 116th and West 126th Streets in the five year period between 2007 and 2011, putting it near the top 33% of the most dangerous traffic corridors in Manhattan, which in turn has a higher accident rate than other boroughs; and

Whereas, this corridor is crossed on foot by a high volume of local school children and the elderly due to the high concentration of schools and churches in the area and the highly popular renovated playgrounds in adjacent Morningside Park; and

Whereas, local residents, schools, local New York City Police Department Precincts and neighborhood groups have been on record since 2006 asking DOT to implement safety improvements along this corridor; and

Whereas, Kipp Star College Prep Charter School (at 433 West 123rd Street) is a DOT Priority School based on the number of traffic accidents in its immediate vicinity; and

Whereas, DOT's proposal as presented to the Transportation and Uniformed Services Committee of CB9 on September 5, 2013 has been vetted and approved by the New York City Fire Department (FDNY); and

Whereas, on October 23, 2013 Manhattan Community Board 10 (MCB10) and Manhattan Community Board 9 (MCB9) held a public hearing on these proposed changes;

Whereas, residents in the area surrounding Morningside Avenue have expressed their full support for the DOT plan, including the proposed lane reductions; and

Whereas, CB 10 wants to go on record as stating that lane reductions implemented by DOT in other parts of the District have caused residents of those areas to complain of worsened traffic congestion and urges DOT to implement appropriate measures to ensure that any reduction of lanes on Morningside Avenue does not cause an increase in traffic congestion; and

Whereas, the community has expressed the need to increase traffic enforcement and implement traffic calming measures in order to reduce speeding along Morningside Avenue; and

Whereas, CB 10 supports adding pedestrian safety measures and crosswalks, which should be ADA compliant; and

Whereas, CB 10 urges DOT to include Morningside Avenue in a signal timing study; and

Whereas, Manhattan Community Board 10 Parks, Recreation & Transportation Committee has requested that DOT review the impacts of changes in street design on pedestrian and motorist safety and mobility six months after their implementation; and

Whereas, DOT has agreed to study these recommendations before proceeding and to make any necessary revisions to correct unforeseen problems as part of a clear and consistent design review process; now

Therefore, be it resolved, that on June 4, 2014, Manhattan Community Board 10 supports DOT's proposal to improve traffic and pedestrian safety along Morningside Avenue and Hancock Place with a vote of 22 in favor, 9 opposed, and 9 abstentions.