



CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD 10**  
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**HENRIETTA LYLE**  
Chairperson

**ANDREW LASSALLE**  
District Manager

**Date:** December 5, 2014

**Committee of Origin:** Transportation\_Vision Zero Taskforce

**RESOLUTION: 155<sup>th</sup> Street – St.Nicholas Place – Edgecombe Avenue – Macombs Bridge Pedestrian Safety Measures Joint Resolution – MCB's 9, 10, and 12**

**WHEREAS:** the project area is a multi-leg complex intersection of: West 155<sup>th</sup> Street, St. Nicholas Place, Edgecombe Avenue, Harlem River Driveway Entrance that spans Community Boards 9, 10 and 12. Surrounding the intersection is the following: Macombs Dam Bridge – with access to Major Deegan Expwy Entrance/Exit to the Bronx and Yankee Stadium; Harlem River Drive Entrance/ Exit; High Bridge Park; Jackie Robinson Park; P.S. 28 and P.S. 46; Trains C, B, and D (near the Polo Grounds); New Housing/Early Childhood Development Center/Children's Museum; and

**WHEREAS:** background for the origin of the project includes but is not limited to:

- Former Council Member Jackson originally requested the pedestrian safety improvements
- NYPD 30<sup>th</sup> Precinct requested DOT safety investigation and indicated that this is a high crash location
- Support from NYPD 30<sup>th</sup> and 33<sup>rd</sup> Precincts for proposed DOT improvements; and

**WHEREAS:** the goal of the project is to create a safer condition for pedestrians and drivers whereby the main safety issues in this location include: long crosswalks, pedestrian crashes and a multi-leg intersection with multiple conflicting movements (for vehicles as well as and pedestrians in the intersection); and

**WHEREAS:** New York City Department of Transportation presented to CB 9 on October 2, 2014, CB 12 on October 6, 2014 & the CB 10 Transportation Committee Meeting on October 14, 2014; and

**WHEREAS:** various Public Meetings were conducted

- 12/06/12 – 1st site walk through and workshop with community members (first public meeting)
- 8/13/13 – 2nd site walk through and workshop with community members
- 5/21/14 – Community forum and presentation
- 6/02/14 – Presentation to CB 12 committee
- 6/05/14 – Presentation to CB 9 committee
- 6/11/14 – Presentation to CB 10 committee; and

**WHEREAS:** on May 21, 2014, the New York City Department of Transportation (DOT); Manhattan Community Board 10 (MCB10); Manhattan Community Board 9 (MCB9); and Manhattan Community Board 12 (MCB12) held a public hearing to propose changes to the Intersection of St. Nicholas Place and West 155<sup>th</sup> Street which are now included in the presentation to MCB10 by NYC Traffic and Planning Unit on October 14, 2014 as follows:

1. Add new pedestrian safety island on St. Nicholas Place at West 155<sup>th</sup> Street
2. Install five neckdowns at West 155<sup>th</sup> & St. Nicholas Place
3. Install two neckdowns at West 155<sup>th</sup> & St. Nicholas Avenue
4. Add left turn lane on West 155<sup>th</sup> Street (Eastbound)
5. Modify signal timing to process West 155<sup>th</sup> Street vehicles through St. Nicholas Place and St. Nicholas Avenue
6. Ban southbound lefts off of West 155<sup>th</sup> Street
7. Ban southbound right from Edgecombe Avenue
8. Ban westbound lefts off of West 155<sup>th</sup> Street
9. Keeping the northbound and southbound turn banned; and

**WHEREAS:** proposed Changes to St. Nicholas Place are as follows:

1. Add pedestrian islands at 151<sup>st</sup>, 152<sup>nd</sup>, 153<sup>rd</sup> Streets
2. Add yield crosswalk on St. Nicholas Place at West 152<sup>nd</sup> Street; and

**WHEREAS:** the slip ramp has been opened up since the last proposal at the request of some of the community residents; and

In Addition: Manhattan Community Board 10 Transportation Committee\_Vision Zero Taskforce makes the following recommendations:

1. Installation, at strategic locations, of Accessible Pedestrian Signals (APS) - (integrated devices that communicate information about the Walk and Don't Walk intervals at signalized intersections in non-visual formats to pedestrians who are blind or have impaired vision. The crossing aid features audible tones and vibrotactile surfaces) ; and

**WHEREAS:** Assemblyman Denny Farrell issued a statement that substantiated the official's opposition to "closing left and right turns by automobiles in some locations". The Assemblyman is however, in support of the bulk of the DOT plan. He has been in correspondence with DOT and expressed that DOT agreed that "traffic signal timing of the lights in some areas might create excessive traffic backups, especially east and westbound traffic on 155<sup>th</sup> Street during the Yankee Home Games, Friday evenings or at other times". He expressed great concern about the re-routing, which would result in increased traffic, around the area of elementary school P.S. 28. There is also concern from the community that the left and right turn bans will excessively inconvenience residents in accessing their homes. Left hand turns should only be eliminated in the evenings and not be allowed from 4 pm to 7 pm. This a practice that is common in other boroughs such as Queens; and

**WHEREAS:** Community Board 10 is requesting that NYPD assign agents to manage this complex intersection Monday through Friday, from 3 pm to 7 pm and during morning rush hours

specifically to address traffic congestion and support education to protect pedestrians. In addition, CB10 would like to ensure that all Yankee games are also covered; and

**WHEREAS:** the Committee requests to meet in six months to gauge the community reaction to the changes; and

**WHEREAS:** DOT will be amenable to reviews and changes in the plan should there be future safety concerns and public input addressing improvements; and

**WHEREAS:** the committee recommends DOT to include an analysis of safety performance and impacts of these new measures including:

- Streetscape changes
- Pedestrian and motorist safety improvements
- Improvements to mobility
- Impacts to congestion
- Maintenance and enhancement of the infrastructure; and

**WHEREAS:** 150<sup>th</sup> – 155<sup>th</sup> Street Edgecombe Avenue Block Association and CB9 submitted written /verbal approval of the proposal; and

**WHEREAS:** minutes of the Transportation Committee\_Vision Zero Taskforce October, November and December 2014 meetings and the minutes of the September and June 2014 Parks Recreation and Transportation Committee including draft resolution language were admitted as part of the development of this resolution; and

**THEREFORE, BE IT RESOLVED THAT** on January 7, 2015, the Manhattan Borough Community Board 10 supports the NYC Department of Transportation's reconfiguration plan for 155<sup>th</sup> Street – St.Nicholas Place – Edgecombe Avenue – Macombs Bridge Pedestrian Safety Measures with the recommendations as stated above with a vote of 14 in favor, 12 opposed and 4 abstentions.

**THEREFORE, BE IT FURTHER RESOLVED THAT** on June 3, 2015, the Manhattan Borough Community Board 10 supports the NYC Department of Transportation's reconfiguration plan for 155<sup>th</sup> Street – St.Nicholas Place – Edgecombe Avenue – Macombs Bridge Pedestrian Safety Measures with the recommendations as stated above with a vote of \_\_\_\_ in favor, \_\_\_\_ opposed and \_\_\_\_ abstentions.