



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

**ANDREW LASALLE**  
District Manager

## **Transportation Committee —Vision Zero Taskforce**

Tuesday, January 13, 2015 – 6:30 PM  
215 West 125<sup>th</sup> Street, 3<sup>rd</sup> Floor Conference Room  
Hon. Maria Garcia, Chair

**Committee Members:** Daniel Clarke, Karen Horry, Camille Edelen, Danial Parcerisas Land, Maria Garcia Chair  
Transportation Committee Board members: Barbara Nelson\_Co-Chair Housing Committee

Meeting Began **6:51 pm** (The chair asked to group to await arrival of additional members, who had not arrived by **8:10pm**)

Voting Items **PENDING**

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

- a. No quorum was present at the time of voting however the participants include representatives from Assemblyman Farrell's office and community residents. The resolution was moved to the Executive Committee meeting for review regarding a vote at the January Board meeting.
- b. NYCDOT since requested a review of the resolution language by the committee for the following item in the draft resolution in November:

**"2. - Change the timing of the traffic signals on the north-south thoroughfares in lieu of southbound and westbound turn bans"**
- c. Chair Garcia recommends the review of the item by the committee at the January 13, 2015 Transportation Committee meeting (see attachment)

### **Bradhurst Plaza Proposal**

- a. The language of the resolution was incomplete at the time of the Transportation committee Meeting in November. Community residents were still in opposition of the proposal due to unanswered questions and issues regarding the following items: location of designated food deliveries, alternate access for seniors and the disabled, response from DOT regarding loss

of parking, maintenance of the area agreements, use of plaza costs for events, letters of support from businesses adjacent to the proposed site, hours of operation, reasons the Farmer's Market could not exist in alternate locations other than viability based on visibility, the number of signatures (486) from the community against the proposal vs the number of signatures (393) for the proposal, unanswered questions relating to suggestions on additional parking by making both sides of Macomb's Place angle parking and bottle necking 150th Street, possibly designating parking for the disabled, in addition to the inability of the committee to present for a vote.

Motion presented to bring it to the January Committee for further discussion.

b. The committee volunteered to work on the new language over the weekend. An extra committee meeting was scheduled for *Sunday and Monday* to be conducted specifically to *prepare* the resolution. It was determined that Sundays are not the appropriate for conducting committee work, subsequently another meeting was scheduled for Monday night. The committee reviewed the item. The chair recommended that the resolution be sent to the executive committee, before full board review as no decision was made in addition to no quorum met at the time of the committee meeting.

Attachment Data:

**"2. - Change the timing of the traffic signals on the north-south thoroughfares in lieu of southbound and westbound turn bans"**

**Safety Data/Turning Conflicts** This intersection ranks in the top one percentile of most dangerous intersections in Manhattan based on the number of people killed or severely injured in the 2008-2012 period (complete 2013 data is not available yet). DOT has comprehensively studied this location to determine what can be done to improve safety. One of the main concerns is the number of conflicts involving turning vehicles. At present, every approach road has the ability to turn left, right or continue straight at the intersection. This has created a high number of potential conflicts, as vehicles cross one another's paths, and the paths of pedestrians.

For example, as mentioned on Slide 9 of the October CB presentation (<http://www.nyc.gov/html/dot/downloads/pdf/2014-10-st-nicholas-mn.pdf>) , 23% of motor vehicle crashes at this location involve left turning vehicles. By comparison, only 6.8% of all crashes in Manhattan are attributable to left turning vehicles.

**Signal Timing** NYC DOT has studied whether the traffic signals could be retimed to allow for safer, dedicated turn phases to reduce the number of conflicts. DOT traffic signal engineers have determined this is not possible, however, given the existing congestion at the intersection. The intersection currently runs on a three phase signal- first W. 155<sup>th</sup> has the green light, then St. Nicholas Place, then Edgecombe Avenue. To give more time to any one street we would have to increase the delay for the others. Similarly, to add a fourth, dedicated phase for turning traffic would increase the amount of time the other legs of the intersection had to wait for their turn. This intersection currently experiences a high level of congestion, and during the peak hour it functions at a Level of Service (LOS) of F, which is the lowest grade. To take time from any approach would only worsen congestion. Furthermore, it would encourage jaywalking. Since this a three phase intersection pedestrians already have to wait longer for the light. If the delay was increased we would likely see less compliance.

Response to other items from the draft resolution language:

**Suggested 4pm-7pm Turn Ban** DOT often uses rush hour turn bans where the circumstances allow for them. However, a time of day turn ban would not work at this location because:

- The island in the middle of St Nicholas Place is only possible if the northbound left turn from St Nicholas Place is banned. If the island is installed left turning vehicles would swing too far to the west when making a left turn, and would be headed into oncoming traffic from southbound St Nicholas Place
- The 4pm-7pm turn ban would not cover the morning or afternoon periods when children are traveling to and from school. We have heard from the community that this is a key concern

**Concern Over Additional Traffic at PS28** The proposed left turn ban from 155<sup>th</sup> to St Nicholas Place would not place additional traffic in front of PS28. Westbound vehicles coming off the viaduct would make the first available left at St Nicholas Avenue, which is before the school. The school is located at 460 W. 155<sup>th</sup> Street, between Amsterdam Avenue and St Nicholas Avenue.

At the busiest hour of the day 110 westbound vehicles make the left onto St Nicholas Place from the viaduct. This is less than 2 vehicles/minute. DOT has modeled the intersection of 155<sup>th</sup>/St Nicholas Avenue and has confirmed that this intersection can process these additional vehicles. However, to improve safety at this intersection DOT proposes adding concrete sidewalk extensions at the northeast and southeast corners of W. 155<sup>th</sup>/St Nicholas Avenue (see Slides 15-22 of the October presentation). In addition, DOT proposes installing a dedicated left turn lane to help process the additional traffic at this intersection (see Slides 15-22 of the October presentation).