



DELORES RUBIN
Chair

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MANHATTAN COMMUNITY BOARD FOUR

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August 9, 2017

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

Re: Protected Intersections for Pedestrians and Bicyclists

Dear Commissioner Trottenberg,

Manhattan Community Board 4 (CB4) has long been on record supporting improved safety for bicyclists and pedestrians at intersections. Most of the fatalities in our neighborhood occurred at intersections, when the pedestrian had the walk sign. The fact that, in New York City, 27% of the crashes where pedestrians are severely injured or killed occur at intersections is not lost on us.

Most recently, after some high visibility crashes, a significant number of cyclists attended a recent CB4 Transportation Planning Committee Meeting to express how unsafe they feel when they ride in what is called a mixing zone¹. CB4 must agree with their concerns and ask: how can you safely mix pedestrians, bicyclists and vehicles? Usually the vehicles win.

CB4 supports enhancing safety at these intersections with one or multiple or all of these features:

- Extend the bike lane green ribbon through the intersection to alert drivers that there is a potential flow of bicyclists coming.
- Install flexible bollards to the right of the bike lane at the intersection all the way to the far side of the intersecting pedestrian crossing to protect cyclists and slow down turning drivers. The rate of replacement of these bollards could be a consideration, as broken bollards will leave bicyclists unprotected.
- Raise the bike lanes and pedestrian crossing at these intersections – CB4 has already applied for raised pedestrian crossings, which are extremely beneficial to seniors.

- Install modified Split LPI signals that would give up to 25 seconds of exclusive green light to bicyclists and pedestrians before the blinking yellow light allows turning drivers in the intersection.
- Install Split Phase signals that completely protect pedestrians and bicyclists by giving an exclusive walk/bike signal for their portion of the cycle and do not allow any conflicts. This is indeed our preferred option: lower Eighth and Ninth Avenues bike lanes have proved exceptionally safe according to DOT statistics, twice as safe as the bike lanes with mixing phases.

We urge DOT to upgrade the intersections for both bicyclists and pedestrians; no one should have to die while crossing an intersection with the walk sign or the green light.

Sincerely,



Delores Rubin
Chair
Manhattan Community
Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Yoni Bokser
Co-Chair
Transportation Planning
Committee

cc: Hon. Corey Johnson, City Council
Hon. Helen Rosenthal, City Council
Josh Benson, NYC DOT
Ted Wright, NYC DOT