



**DELORES RUBIN**  
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**MANHATTAN COMMUNITY BOARD FOUR**

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October 18, 2016

Luis Sanchez  
Acting Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 37<sup>th</sup> Floor  
New York, NY 10038

**Re: Split Leading Pedestrian Interval Signals**

Dear Acting Borough Commissioner Sanchez,

Manhattan Community Board 4 (CB4) is very pleased that three additional Split Leading Pedestrian Intervals (Split LPI) have been approved and will be installed shortly. We are also hopeful that seven more Split LPIs pending approval will be approved. This is very good news for the safety of pedestrians in our neighborhood.

We remain concerned that safety measures we had requested at some intersections will not be installed, as these intersections are still extremely dangerous.

This summer, DOT published a study of 1,000 intersections in New York City and found that 19% of all fatalities and severe injuries are due to left turning vehicles, three times more often than right turn movements. 80% of these crashes involve passenger vehicles, with seniors being more at risk than other pedestrians. The most dangerous configuration is turning from a one-way street onto a wide avenue or two-way street. 80% happened at a signalized intersection where the pedestrian had the right of way.

As part of the Hell's Kitchen Traffic Study, DOT studied all crashes along 8<sup>th</sup> and 9<sup>th</sup> Avenues, and CB4 prioritized intersections to be addressed based on the number of crashes that had occurred. In 2015, New York City Department of Transportation (DOT) installed 33 Leading Pedestrian Intervals (LPI)<sup>1</sup> and 6 Split LPIs<sup>2</sup> in our district.

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<sup>1</sup> An LPI fully protects pedestrians crossing the street during 7 seconds when all vehicular signals are red, than the vehicular signal on the parallel street turns green and turning cars conflict with pedestrians.

<sup>2</sup> A Split LPI fully protects pedestrians crossing the street during 10 seconds when a red arrow signal prevents cars on the parallel street from turning, then the vehicular signal on the parallel street turns blinking yellow, which instruct cars to proceed with caution and yield for crossing pedestrians. Through traffic is not affected since it has a green light during both phases.

@ 8<sup>th</sup> Avenue on W 25<sup>th</sup> Street (installed)  
@ 8<sup>th</sup> Avenue on W 28<sup>th</sup> Street (installed)  
@ 8<sup>th</sup> Avenue on W 29<sup>th</sup> Street (installed)  
@ 8<sup>th</sup> Avenue on W 40<sup>th</sup> Street (installed)  
@ 8<sup>th</sup> Avenue on W 54<sup>th</sup> Street (installed)  
@ 9<sup>th</sup> Avenue on W 55<sup>th</sup> Street (installed)

DOT now proposes to install 10 additional Split LPIs in 2016 and early 2017 at the following locations (3 approved, 7 pending approval):

@ 8<sup>th</sup> Avenue on W 31<sup>st</sup> Street (approved)  
@ 8<sup>th</sup> Avenue on W 38<sup>st</sup> Street (approved – fatality)  
@ 11<sup>th</sup> Avenue on W 37<sup>th</sup> Street (approved – fatality)

@ 8<sup>th</sup> Avenue on W 30<sup>st</sup> Street (pending approval)  
@ 8<sup>th</sup> Avenue on W 36<sup>st</sup> Street (pending approval)  
@ 8<sup>th</sup> Avenue on W 50<sup>th</sup> Street (pending approval)  
@ 9<sup>th</sup> Avenue on W 45<sup>th</sup> Street (pending approval)  
@ 9<sup>th</sup> Avenue on W 47<sup>th</sup> Street (pending approval)  
@ 9<sup>th</sup> Avenue on W 49<sup>th</sup> Street (pending approval)  
@ 9<sup>th</sup> Avenue on W 53<sup>rd</sup> Street (fatality) (pending approval)

At each of those locations DOT will install a turn bay lane and signals. We are requesting that DOT install an Accessible Pedestrian Signal (APS) at each crossing where the signal is changed.

While we are enormously grateful for the proposed safety improvements, we continue to be very concerned with certain intersections that were not selected and are dangerous due to the particular nature of commuter traffic patterns to and from the Lincoln Tunnel:

- At the priority intersections in CB4 listed in the Vision Zero Pedestrian Safety Action Plan
- On 39<sup>th</sup> Street, turning south on 9<sup>th</sup> Avenue
- On 40<sup>th</sup> Street turning south on 9<sup>th</sup> Avenue (Tunnel traffic)
- On 9<sup>th</sup> Avenue, turning west on 45<sup>th</sup> Street
- At all intersections along the bike lanes from 30<sup>th</sup> to 57<sup>th</sup> Streets where turn bays are already in place, and particularly in the midtown segment where fatalities have occurred and the commuting drivers are the most aggressive.

As morning and evening traffic flows are very different on these streets (1) real split phases at these intersections could improve the flow of vehicles since the volume of pedestrians prevent cars from turning during the green phase (2) queues at these

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intersections are due to the backup on the streets cars are turning into, thus a split phase would not increase the queues.

We trust that with a Mayoral mandate to reduce traffic fatalities and injuries to Zero, DOT will prioritize safety over traffic flow in our district – such as it is - and give us a plan to address the balance of these dangerous intersections.

Sincerely,



Delores Rubin  
Chair



Christine Berthet  
Co-Chair, Transportation  
Planning Committee



Yoni Bokser  
Co-Chair, Transportation  
Planning Committee