



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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COREY JOHNSON
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

October 10, 2012

Ms. Margaret Forgione
Manhattan Borough Commissioner
New York City Department of Transportation
59 Maiden Lane, 37<sup>th</sup> Floor
New York, New York 10038

Re: Signals Changes at W. 23<sup>rd</sup> Street and 11<sup>th</sup> Avenue

Dear Commissioner Forgione:

Manhattan Community Board 4(CB4) requests pedestrian safety improvements at the intersection of W. 23<sup>rd</sup> Street and 11<sup>th</sup> Avenue, where the unusual road configuration and current signal timing do not allow for safe pedestrian crossing of W. 23<sup>rd</sup> Street.

The turning east signal on northbound 11<sup>th</sup> Avenue and the W. 23<sup>rd</sup> Street signal should be green at the same time. In addition the green arrow to turn east on the southbound 11<sup>th</sup> Avenue, should be changed from a leading to trailing, to remove the conflicts with the pedestrians W. 23<sup>rd</sup> Street is a two way street that ends at 11<sup>th</sup> Avenue. North of W. 23<sup>rd</sup> Street, 11<sup>th</sup> Avenue flows one-way southbound, and turns two-way south of W. 23<sup>rd</sup> Street. As a result pedestrians who cross W. 23<sup>rd</sup> Street with the walk signal, are in conflict with northbound drivers on 11<sup>th</sup> Avenue, who all must turn east at W. 23<sup>rd</sup> Street and with those southbound drivers who turn east at W. 23<sup>rd</sup> Street. A Lead Pedestrian Interval (LPI) should also be installed to protect the south crossing of 11<sup>th</sup> Avenue southbound lanes. Considering the complexity of this intersection, the installation of a Barnes's dance may be warranted.

In addition the pedestrians who cross the south crossing of the southbound lanes of 11<sup>th</sup> Avenue are in conflict with the W. 23<sup>rd</sup> Street traffic, which is turning south. In both cases the pedestrians do not have any exclusive time to cross without major car conflicts.

It is worth noting that 11<sup>th</sup> Avenue joins with the West Side highway a block away and all cars are travelling at fairly high speed. From 1996 to 2008 there were 20 injuries at this intersection. Since then the volume of pedestrians has increased significantly and will continue to do so.

It is time to fix this intersection.

Sincerely,

Corey Johnson
Chair

Christine Berthet
Co-Chair
Transportation Planning Committee

Jay Marcus
Co-Chair
Transportation Planning Committee