



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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COREY JOHNSON  
Chair

ROBERT J. BENFATTO, JR.,  
District Manager

October 10, 2012

Chief James Tuller  
New York Police Department Transportation Bureau  
One Police Plaza  
40 Worth Street  
New York, New York 10038

**Re: Unsafe Pedestrian Crossing at W. 37<sup>th</sup> and W. 38<sup>th</sup> Streets, and 10<sup>th</sup> Avenue**

Dear Chief Tuller:

Manhattan Community Board 4 (CB4) requests the installation of "do not block the box" signs and high visibility markings at the intersections of 10<sup>th</sup> Avenue with 37<sup>th</sup> and 38<sup>th</sup> Streets to provide for safer pedestrian crossings. CB4 continues to receive formal complaints from some of the 2,000 residents of the large residential buildings newly built on both sides of 10<sup>th</sup> Avenue between W. 37<sup>th</sup> and W. 38<sup>th</sup> Streets.

We would like to respectfully request traffic enforcement agents at the intersection of 10<sup>th</sup> Avenue at 37<sup>th</sup> and 38<sup>th</sup> Streets during peak rush hours.

**NJT bus drivers often block pedestrian crossings at both W. 37<sup>th</sup> and W. 38<sup>th</sup> streets on 10<sup>th</sup> Avenue:** With the buses' large footprint, a blocked crossing often means that the pedestrian cannot cross at all. As you know it is illegal to gridlock the intersection in New York City. What is less understood is that (1) it is illegal to engage in the intersection if there is not enough space to clear it and (2) both pedestrian crossings must be cleared as well as they are part of the intersection as defined by the law.

**NJT bus drivers frequently do not yield to pedestrians** who have the right of way while the buses turn right onto 10th Avenue. A recent pedestrian safety report published by New York City Department of Transportation (DOT) identified that most New York City pedestrian fatalities occur at intersections, but also notes that truck and bus drivers who hit pedestrians do so mostly while turning right as their visibility is limited. NJT buses should be equipped with special mirrors on the right side as recommended by the DOT.

**Many times, NJT bus drivers prohibit access to local bus stops:** Other residents have complained that the MTA bus drivers cannot discharge or pick up passengers on 10th Avenue between W. 37<sup>th</sup> and W. 38<sup>th</sup> Streets between 4 p.m. and 8 p.m., because of the continuous flow of NJT buses blocks access to the bus stops. Local transit users are left stranded with no alternative transportation options at peak hours.

We appreciate your office's help in addressing this intractable problem.

Sincerely,

Corey Johnson  
Chair

Christine Berthet  
Co-Chair  
Transportation Planning Committee

Jay Marcus  
Co-Chair  
Transportation Planning Committee