



THE CITY OF NEW YORK

BOROUGH OF THE BRONX

COMMUNITY BOARD #5

Honorable Vanessa Gibson., *Bronx Borough President*

**Chairperson
Angel Caballero**

**District Manager
Kenneth Brown**

May 9, 2024

Commissioner Ydanis Rodriguez
New York City Department of Transportation
55 Water Street, 9th floor.
New York, NY

Dear Commissioner Rodriguez,

Bronx Community Board 5 has voted to support a resolution in favor of 'Daylighting' in our community. At the Bronx Community Board 5 General Board meeting held on April 24, 2024, a vote was taken to support the resolution to support 'Daylighting' in our community.

Bronx Community Board 5 had voted as follows, which resulted in the Board's affirmation to support a resolution supporting 'Daylighting' in our community. The vote was as such:

Yea: 21

Abstention: 1

No: 0

Please see the attached resolution detailing Bronx Community Board 5's resolution in support of 'Daylighting'.

Angel Caballero,

Date

Chair, Bronx Community Board 5

Resolution in Support of Safety by Daylighting

Summary: *This resolution requests that NYC DOT follow and enforce existing New York State Vehicle and Traffic Law §1202(a)(2)(b), which prohibits parking within 20 feet of an intersection (the “Daylighting Law”). The resolution asks that NYC DOT replace these parking places with curb extensions or other physical barriers that allow for safer street crossing while also creating flexible public space. Enforcing the Daylighting Law in our community would significantly increase visibility, which would protect pedestrians, drivers, cyclists and all other road users.*

WHEREAS,

- In Bronx Community Board 5, there have been over 2500 traffic crashes, resulting in 13 fatalities and over 3500 injuries, in the last 5 years.¹
- New York City is a member of the Vision Zero Network, a group working to eliminate the trauma and pain caused by these injuries and fatalities. New York City's Vision Zero statement says, “no level of fatality on city streets is inevitable or acceptable”.² According to Vision Zero, “For too long, we’ve considered traffic deaths and severe injuries to be inevitable side effects of modern life. While often referred to as “accidents,” the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.”³
- Despite the City's intention to eliminate traffic violence, the threat remains, diminishing the ability of community members, especially seniors and children, to move about the neighborhood freely and independently.
- One way to improve safety is by increasing visibility at intersections. The National Association of City Transportation Officials (NACTO) recommends that “Intersection design should facilitate eye contact between street users, ensuring that motorists, bicyclists, pedestrians, and transit vehicles intuitively read intersections as shared spaces.”⁴ In practice, they recommend designs that “daylight” intersections by removing obstacles that obscure sightlines for all street users.
- The Daylighting Law prohibits parking within twenty feet of an intersection.⁵
- Most intersections in New York City fail to comply with this state law, despite clear evidence of their importance in preventing injury and death. Visibility impairments have caused numerous pedestrian injuries and deaths: 79 percent of pedestrian injuries and 55 percent of fatalities in NYC occur at intersections.⁶
- Cities like Hoboken which have replaced parking places at intersections with clearly delineated daylighted areas have seen significant improvement in traffic safety.⁷

¹ Use <http://crashmapper.org/> to find data on crashes in your CB.

² NYC Vision Zero Task Force, “Vision Zero in New York City.”

³ Vision Zero Network, “What Is the Vision Zero Network.”

⁴ National Association of City Transportation Officials, “Curb Appeal.”

⁵ State of New York, § 1202 Stopping, standing or parking prohibited in specified places.

⁶ Gannon, “NYC Pledges to Make 1,000 Intersections Safer for Pedestrians.”

⁷ Robbins, “Hoboken Hasn’t Had a Traffic Death in 4 Years. What’s Right?”

- The NYC DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.⁸ Per the NYC DOT, the safety benefits of curb extensions include:
 - Calms traffic by physically and visually narrowing the roadway
 - Slows turning vehicles and emphasizes the right of way of crossing pedestrians
 - Shortens crossing distance, reducing pedestrian exposure and minimum required signal time for crossing
 - Improves the ability of crossing pedestrians and drivers to see each other
 - Makes the crosswalk more apparent to drivers, encouraging them to stop in advance of the crosswalk and reducing illegal parking within crosswalk
 - Reinforces lane discipline through intersection, preventing vehicle passing maneuvers in parking lane
 - Provides additional pedestrian space and reduces crowding, particularly for queuing at crossings and bus stops or when located at a subway entrance or other protrusion
 - Can make restrictions on truck traffic more evident
 - Creates flexible multi-use space that may be used to locate street furniture, bike parking, green space, bus stops, public seating, trash containerization or street vendors, among many other uses. This flexibility offers community members the opportunity to advocate for uses most important to them.

THEREFORE, IT IS RESOLVED THAT Bronx Community Board 5 requests that:

- NYC DOT follow the Daylighting Law and install curb extensions (or daylighting) at all intersections, starting with intersections within a one-block radius of any school, senior center or facility for the disabled. If a curb extension is not installed, the daylight spot should be “hardened” with something to prevent illegal parking, such as a bike rack, trash containerization, planters or boulders. These extensions should be used to strengthen social and transportation networks, by creating green spaces, places to gather and spaces that support bike or bus transportation.
- Bronx Community Board 5 will work with NYC DOT to identify priority intersections within the District and provide feedback as to the daylighting measures to be implemented.

⁸ NYC Department of Transportation, “Pedestrians - Traffic Calming Design Guidelines.”