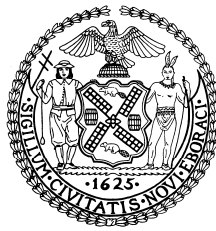


Nicholas Viest
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Latha Thompson
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The City of New York Manhattan Community Board 8

February 21, 2014

Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Flr.
New York, NY 10038

Ted Berntsen
Inspector
19th Precinct
153 East 67th Street
New York, NY 10065

Re: Continued discussion: Yorkville Senior Pedestrian Focus Area

Dear Commissioner Forgione:

At the February 19, 2014 Full Board meeting, the board **APPROVED** the following resolution by a vote of 24 in favor, 12 opposed, 4 abstentions and 0 not voting for cause:

WHEREAS the New York City Department of Transportation's Safe Streets for Seniors initiative is designed to increase pedestrian safety in areas with many senior citizens; and

WHEREAS having the Safer Streets for Seniors improvements will decrease injuries not just for senior citizens, but for the entire community; and

WHEREAS NYC DOT has identified the area from East 72nd Street to East 91st Street, between York and Madison Avenues as the Yorkville Senior Pedestrian Focus Area; and

WHEREAS NYC DOT proposed the following four strategies for improvements in the Yorkville Senior Pedestrian Focus Area:

1. Concrete neckdowns (curb extensions) at the following locations:
 - a. SE corner of E. 82nd St. & York Ave.
 - b. NE corner of E. 83rd St. & Third Ave.
2. A pedestrian safety island E. 86th St. at 1st Ave., between the NE & SE corners
3. New or changed Truck Loading Zones at the following four locations:
 - a. East side of Lexington Ave. between E. 83rd & E. 84th St. (Duane Reade & D'Agostino; extending existing hours to 1 PM instead of 10 AM)
 - b. West side of Third Ave. between E. 82nd & E. 83rd St. (Food Emporium)
 - c. East side of Third Ave. between E. 83rd & E. 84th St. (Duane Reade & delis)
 - d. West side of York Ave. between E. 79th St. & E. 80th St. (D'Agostino)
4. A left-turn ban at Lexington Avenue for vehicles traveling west on East 86th Street; and

WHEREAS concrete neckdowns reduce crossing distances, increase pedestrian visibility, slow turning vehicles, and decrease sidewalk overcrowding, more with protection than painted neckdowns provide; and

WHEREAS a pedestrian safety island can reduce crossing distances and slow turning vehicles; and

WHEREAS loading zones can reduce congestion, avoid vehicles swerving around double-parked vehicles in the moving traffic lanes, and increase visibility between drivers and pedestrians; and

WHEREAS 19 pedestrians were struck while crossing at the intersection of East 86th Street & Lexington Avenue during the five years from 2007 to 2011, and

WHEREAS the intersection of East 86th Street & Lexington Avenue has very high pedestrian traffic, with subway entrances at all four corners, and several tourist and shopping destinations located nearby; and

WHEREAS the 86th Street 4/5/6 Station on the Lexington Avenue line is the 10th busiest subway station in Manhattan, with 63,550 riders on an average weekday in 2012; and

WHEREAS separated subway platforms, with no available transfer between the uptown and downtown platforms, result in all round-trip commuters needing to cross Lexington Avenue in one direction; and

WHEREAS there are nearly 10 times as many pedestrians crossing Lexington Avenue in the south side crosswalk on East 86th Street as there are vehicles turning left at that intersection; and

WHEREAS a ban on left turns onto Lexington Avenue for vehicles traveling westbound on East 86th St. eliminates conflicts between pedestrians and turning vehicles, and would better organize and improve traffic flow on East 86th Street;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves the Department of Transportation proposals for the Yorkville Senior Pedestrian Area, but requests that the proposed loading zone on the west side of York Avenue between 79th & 80th Streets be in addition to (not in place of) the current loading zone on the southern curb of East 80th Street west of York Avenue; and,

BE IT FURTHER RESOLVED that Community Board 8M requests dedicated traffic enforcement at the affected locations for the first six weeks after installation; and

BE IT FURTHER RESOLVED that Community Board 8 Manhattan asks DOT to investigate coordination of staggered delivery schedules to allow for more efficient use of the loading zones.

Please advise this office of any action taken regarding this matter.

Sincerely,

Nicholas Viest
Chair

A. Scott Falk and Charles Warren
Co-Chairs, Transportation Committee

cc: Honorable Bill de Blasio, Mayor of the City of New York
Honorable Gale Brewer, Manhattan Borough President
Honorable Carolyn Maloney, 14th Congressional District Representative
Honorable Liz Krueger, NYS Senator, 26th Senatorial District
Honorable Micah Kellner, NYS Assembly Member, 65th Assembly District
Honorable Dan Quart, NYS Assembly Member, 73rd Assembly District
Honorable Ben Kallos, NYC Council Member, 5th Council District
Honorable Daniel Garodnick, NYC Council Member, 4th Council District