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**The City of New York**  
**Community Board 8 Manhattan**  
**Transportation Committee**  
Wednesday, December 6, 2023 6:30 PM  
*Conducted Remotely on Zoom*

*Please note: The resolution contained in the committee minutes are recommendations submitted by the committee co-chairs to the Community Board. At the monthly full board meeting, the resolution is discussed and voted upon by all members of Community Board 8 Manhattan.*

**Minutes**

*Present:* Michele Birnbaum, Lori Bores, Alida Camp, Juno Chowla-Song, Paul Krikler, Craig Lader, John McClement, Sharon Pope-Marshall, Rita Popper, Abraham Salcedo, Judy Schneider, Valerie Mason, Charles Warren, Stephanie Reckler (public member)

*Absent (Excused):* Rebecca Dangoor, Billy Freeland, Rebecca Lamorte, Peter Borock (public member)

**Resolutions for Approval:**

Item 3 – Increased Use of Daylighting at Intersections

**Draft Resolution with No Position Taken:**

Item 1 – Revocable Consent Request - 9/11/13 East 75<sup>th</sup> Street

The meeting was called to order at 6:32 PM.

**Item 1: Public Hearing: DOT Revocable Consent – 9 East 75 Street. Application to the NYC DOT for a Revocable Consent to construct, maintain, and use a Fenced-in Area (with in-ground planters, and area drains)**

Stephen Wang, who is both the applicant and project Architect, presented an application for a Revocable Consent to construct, maintain, and use a Fenced-in Area with in-ground planters and area drains at 9 East 75<sup>th</sup> Street, which includes former properties at 11 and 13 East 75<sup>th</sup> Street. Mr. Wang noted that other aspects of the project were supported by Community Board 8 and have received approvals by the Department of Buildings and Landmarks Preservation Commission; the design was intended to conform to the LPC's recommendation that each house look distinct.

The application includes removal and filling of existing vaults at 9 and 11 that already extend beyond the property line; 13 contains an existing below-grade stairwell and vault that will be filled and removed, along with a second vault that will be rebuilt within the areaway being requested. Fencing would also be added in front of 9 and 11 (and already is in place in front of 13). Mr. Wang explained that the neighboring properties to the west towards Fifth Avenue each have fenced in areas with high fences, and the neighboring properties to the east all have fenced in areas with 3-foot high iron fences. The areaways requested would align with the fences to the west, and would be 3-feet high black wrought-iron picket fence similar to those to the east. Planters would be placed within the fenced-in area. In order to accommodate this, the revocable consent areaway would extend 6' 3" beyond the property line, and result in 8' 8" of clearance to the curb across most of the property. There are a few existing tree pits in the public right-of-way; the clearance between the fence and the tree pits would be no less than 5' 2", which complies with the City's 5' clearance requirement.

The reaction of Committee members was mixed; a few members expressed support for the proposal, while others expressed opposition based on their philosophical opposition to what they perceive as a giveaway of public space to a private entity. One of the Co-Chairs made clear that revocable consents are a long-established practice and program under NYCDOT, and expressed concern that the Committee would oppose a project that is clearly within the realm of established regulations and is intended to undergo a formal review based on the merits of the proposal.

A motion to support the application for the revocable consent request for 9 East 75<sup>th</sup> Street to construct, maintain, and use a fenced-in area, was made and seconded. The vote was 7 yes, 5 no, 2 abstain, and thus no position was taken by the Committee. The vote was as follows:

*Yes (7):* Bores, Lader, McClement, Pope-Marshall, Popper, Schneider, Warren

*No (4+1):* Camp, Chowla-Song, Krikler, Mason, Reckler (Public Member)

*Abstain (2):* Birnbaum, Salcedo

### **Introduction to Items 2 & 3**

Committee Co-Chair Craig Lader presented 2023 Crashmapper data for Community District 8, highlighting the ongoing crisis that exists regarding pedestrian safety. A map visualizing the locations of crashes with injuries and fatalities was displayed, and the point was made that the vast majority of crashes are occurring at intersections rather than in the middle of blocks. Data showing the number of crashes on each east-west street and north-south roadways, which excluding the FDR Drive (where no pedestrians or cyclists are allowed), amounted to 361 crashes that resulted in 194 motorist injuries, 126 pedestrian injuries, and 96 cyclist injuries (including 2 pedestrians killed). This data provided the context for both items 2 and 3, which are among approaches that may be used to reduce the danger to pedestrians in New York City and Community District 8.

### **Item 2: Discussion of NYC Council Int. 1151-2023, in relation to the installation of solar-powered crosswalk**

Brandon Jordan, Legislative and Budget Director for the office of NYC Council Member Julie Menin, discussed NYC Council Intro 1151-2023, which was introduced by Council Member Menin. The bill would require NYCDOT to install at least 100 illuminated solar powered traffic control devices at crosswalks annually over a 5-year period. It would also require NYDOT to conduct a study of the efficacy of using such devices. The draft bill has bipartisan support with 37 co-sponsors, along with the backing of the Public Advocate.

The legislation is meant to support the City's Vision Zero initiative and is intended to enhance pedestrian safety and was proposed in light of the frequent occurrences of pedestrians getting injured or killed in recent years. Mr. Jordan indicated that such crosswalks are being used in other domestic cities such as San Francisco and New Haven. Similar to accessible pedestrian signals, they are activated on-demand by pedestrians. He emphasized that they have a proven record of success, as the lighting can be adjusted in terms of brightness and flashing to help alert drivers that pedestrians are crossing a street.

While there was strong backing for innovative approaches for improving pedestrian safety, and support of illuminated crosswalks among some meeting participants, there were also many questions about how illuminated crosswalks would work, if the lighting they would provide would be effective in well-lit areas, how much it would reduce the rates of pedestrians being hit by cars, and how much the program would cost. There seemed to be few examples of illuminated crosswalks at 4-way intersections, as other cities appear to be implementing illuminated crosswalks either mid-block or at 3-way intersections. Some speakers noted that there are other factors that contribute to pedestrian injuries that illuminated intersection won't solve, such as lack of enforcement of traffic laws. There were also concerns by some about whether the lighting would be disruptive to residents of nearby buildings, and whether the flashing lights could trigger seizures for certain populations. There were also questions about how NYCDOT rulemaking would incorporate Community Board input into locations and design.

Mr. Jordan indicated that the bill is likely to be heard in early 2024, and then would be open to public comments that may result in changes to the bill, including changes that may address some of the questions and concerns

raised. It was decided that this issue would be laid over by the Committee and be revisited at such time where more information may be available and public comments may inform potential changes to the legislation.

### **Item 3: Discussion of expanded use of daylighting at intersection**

Colin Brown, an AICP-certified planner, provided a presentation that highlighted the benefits of daylighting at intersections, which is a measure that allows pedestrians to be more visible to oncoming traffic by keeping the vicinity of crosswalks free of obstructions. Mr. Brown works for Sam Schwartz Engineering, but was presenting independently and not as a representative of his firm. He has presented to numerous other community boards on this topic, with those discussions resulting in resolutions in support of the expanded use of daylighting.

Mr. Brown defined daylighting as street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. He highlighted the fact that Section 1202 of New York State law requires daylighting within 20 feet of intersections, but the law has an exemption for cities with over 1 million residents. New York City, the only city with more than 1 million residents, only prohibits parking directly in front of an intersection, although it recently passed a law that beginning in 2025 will require NYCDOT to install daylighting at no less than 100 intersections a year. While this law is a start, it would only cover a small percentage of intersections across NYC. Mr. Brown noted that over one half of all crashes in NYC occur at intersections, including the vast majority that injure or kill pedestrians. This is due to intersections having the most conflict points.

Mr. Brown then described the benefits of daylighting. It increases the visibility of pedestrians to motorists, and vice versa. It shortens the crossing distance pedestrians have to cover, and also protects ADA accessibility. It has been done across certain intersections in New York City, using both permanent and non-permanent elements including textured paint, barriers, plastic bollards, and bike racks. An incremental approach can be done inexpensively, and can be upgraded with more permanent improvements such as concrete curb extensions, bioswales, street furniture, and other amenities as deemed appropriate by local stakeholders. He also highlighted daylighting in nearby Hoboken, which has now gone 7 years without a single pedestrian fatality.

The proposal was well-received, especially in regards to the potential improvements that daylighting would have on pedestrian safety. Numerous speakers mentioned the unacceptable conditions that have led to too many injuries and fatalities over the years. There were some questions regarding the impact on parking, which would be minimal and affect less than one quarter of one percent of on-street parking. There were questions about whether full daylighting is needed at each corner, especially those where the crosswalk is encountered before an area that would be daylighted; it was suggested that perhaps only curb extensions would be a compromise solution. Some speakers pointed to other factors that contribute to pedestrian safety concerns, and wondered whether daylighting would have a substantial beneficial impact; the intent was that daylighting would be a critical tool to addressing issues even in the absence of other tools being in place. Some members pointed to the need for daylighting to use more permanent materials, as flexible posts and non-permanent amenities don't provide enough safety for pedestrians.

The following resolution were then put forward by Community Board 8:

**WHEREAS;** daylighting has proven to be among the most impactful strategies used to improve pedestrian safety, as seen as cities such as Hoboken which has not had a single pedestrian fatality in the past 7 years; and

**WHEREAS;** New York State Law §1202 mandates Daylighting of intersections by restricting curbside parking within 20 feet of an intersection, except for in New York City which is exempted as a city with more than 1 million residents; and

**WHEREAS;** By permitting parking on streets up to the point where crosswalks are located, New York City traffic laws don't adhere to §1202, and in doing so creates a hazard for pedestrians that are not present elsewhere in New York State; and

**WHEREAS;** Publicly available crash data confirms that most injuries to pedestrians occur at intersections; and

**WHEREAS;** While New York City has implemented Vision Zero with the goal of eliminating traffic fatalities and reducing injuries to pedestrians, there continue to be an unacceptable amount of injuries and fatalities within

Community District 8, which has been the location of 3 traffic fatalities and 546 injuries in the 12 months from November 1, 2022 to October 31, 2023, and 41 fatalities and over 5,500 injuries since 2014; and

**WHEREAS;** The use of curb extensions (also known as neckdowns) are a key element of daylighting that is already a NYCDOT best practices used to enhance visibility at intersections, calm traffic and force turning vehicles to reduce their speed; and

**WHEREAS;** full daylighting to a limited extent has already been incorporated into NYCDOT roadway improvement projects; and

**WHEREAS;** The timeframe and pace of improvements will not improve safety at most intersections with the immediacy that is needed to address high rates of injury and death, as the NYC law going into effect in 2025 will require NYCDOT to install daylighting at 100 intersections per year, a very small fraction of the 47,000 intersections present in New York City; and

**WHEREAS;** daylighting should be prioritized in locations where vulnerable pedestrian populations are present;

**THEREFORE, BE IT RESOLVED,** that Community Board 8 Manhattan requests that NYCDOT adhere to state law guidelines for daylighting of intersections that are applicable to all jurisdictions outside of New York City, and install curb extensions or daylighting at all intersections starting with those within a one-block radius of any school, senior center or facilities for persons with disabilities.

*Yes (12):* Bores, Camp, Chowla-Song, Krikler, Lader, Pope-Marshall, Popper, Salcedo, Schneider, Mason, Warren, Reckler (public member)

*No (0):* None

*Abstain (1):* Birnbaum

#### **Item 4: NYCDOT Updates**

Colleen Chattergoon, NYCDOT Senior Borough Planner and Liaison to Community Board 8, provided an update on the Third Avenue Complete Street project. She noted that the vertical elements were just installed, and that the project is now complete. She also indicated that she is pleased that CB8 passed a resolution in support of increasing the extent to which intersections have daylighting and noted that daylighting was an element of the Third Avenue project.

#### **Item 5: Old and New Business**

Two speakers residing at 1438 3<sup>rd</sup> Avenue discussed the impending relocation of the Citi Bike location that had been located on East 81<sup>st</sup> Street to in front of their building entrance on Third Avenue between 81<sup>st</sup> and 82<sup>nd</sup> Streets. The speakers expressed frustration that there was limited outreach and that the decision seemed to be a fait accompli by NYCDOT without regard to how it would impact residents of a large residential building. They requested that the relocated station provide an opening that would allow their residents to have a clear path to the street to facilitate pick-ups and drop-offs rather than a long continuous Citi Bike station. Ms. Chattergoon said that the new station would be monitored, and that there can be discussions about whether the building's request can be fulfilled with an indication that NYCDOT was prepared to work with the building. There was also discussion regarding the general process regarding how Community Boards are notified of NYCDOT plans to relocate Citi Bike stations, and the Committee plans to follow up with NYCDOT to work towards finding a better approach.

A member commented on the frequency in which trucks conduct warehousing activities and blocking a lane of traffic is occurring, especially trucks belonging to Amazon. The District Manager said that he will attempt to reach out to officials from e-commerce companies that conduct warehousing activities to discuss the issue with the Committee, although it was recognized that they have not been very responsive during past outreach efforts from CB8.

A member noted that the restaurant at 89<sup>th</sup> Street/2<sup>nd</sup> Avenue that was building out what appeared to be an illegal enclosed sidewalk café has opened. Another member noted that the new Green Kitchen location has tables and chairs that shouldn't be allowed inside an otherwise permissible vestibule.

A member asked about the status of the NYCDOT after-action review of the Lexington Avenue Bus Lane, and when they will be able to present findings to the Committee.

A member asked about the extent to which neighborhood loading zones are used, and whether delivery companies are aware they can be used to support their unloading. Ms. Chattergoon says the Neighborhood Loading Zone program has been very successful overall.

A member noted that she has observed the 86<sup>th</sup> Street Fairway Market placing product being unloaded in the truck space directly in front of their store, and that trucks have been parking in the moving lane. It was suggested that Fairway Market representatives be asked to join an upcoming Committee meeting as they have in the past.

A member asked for updates on planning for NYCDOT to address any pedestrian and traffic issues that are expected to arise upon the start of construction at Lenox Hill Hospital. It was indicated that the Committee has a Task Force focused on the broader project, and the Committee will coordinate with the Task Force on issues regarding transportation in the coming year.

There being no further business, the meeting was adjourned at 9:54PM.

Respectfully submitted, Charles Warren & Craig Lader, Co-Chairs

# **Street Design Safety:** Daylighting

**Manhattan CB8:** December 6, 2023  
Colin Brown, AICP

# Content

- **Background**
  - Daylighting Definition
  - Street Design Framework
- **Precedents**
  - New York City
  - Hoboken
- **Implementation**
  - Phased Approach

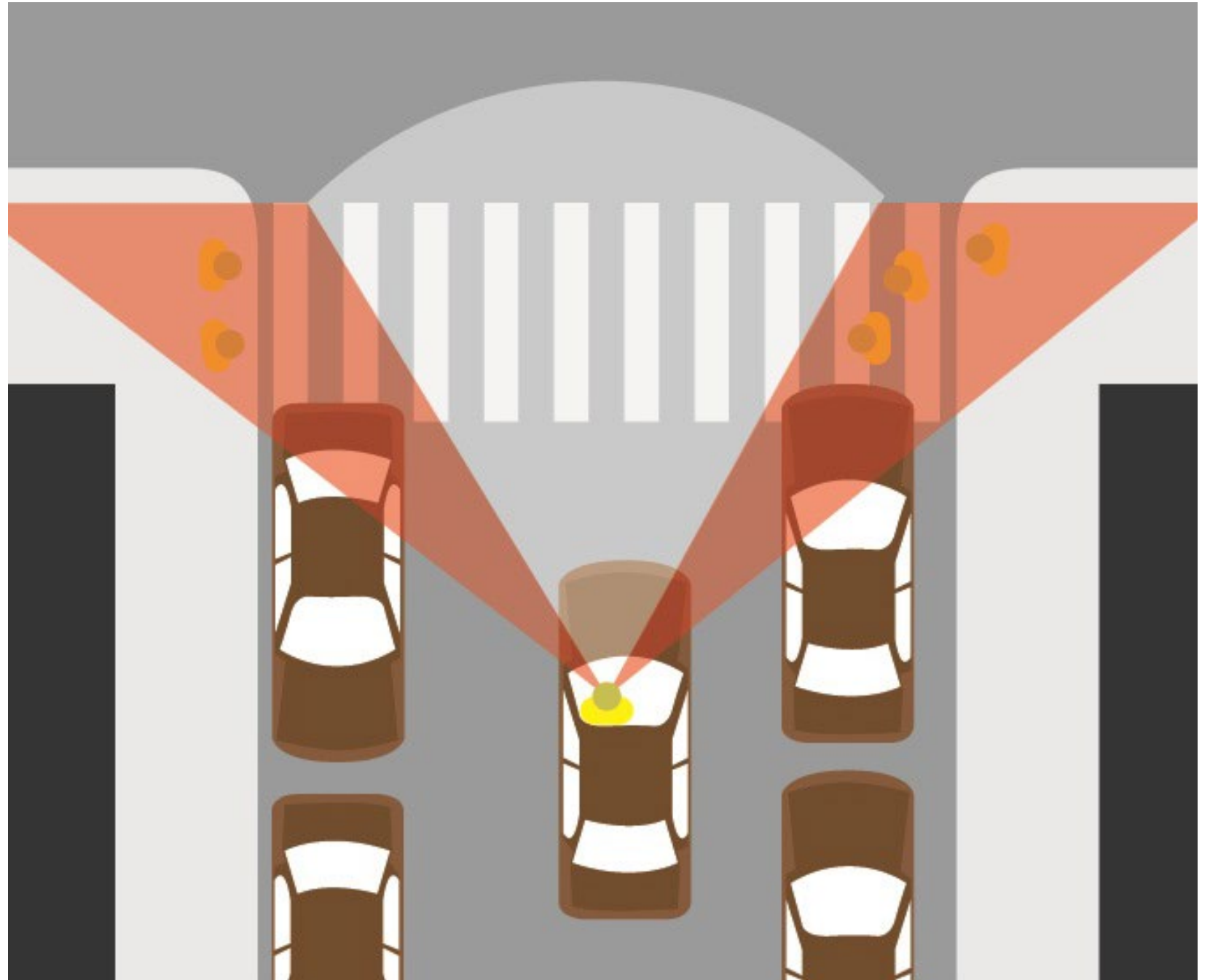
# Background



# Definition

- Daylighting

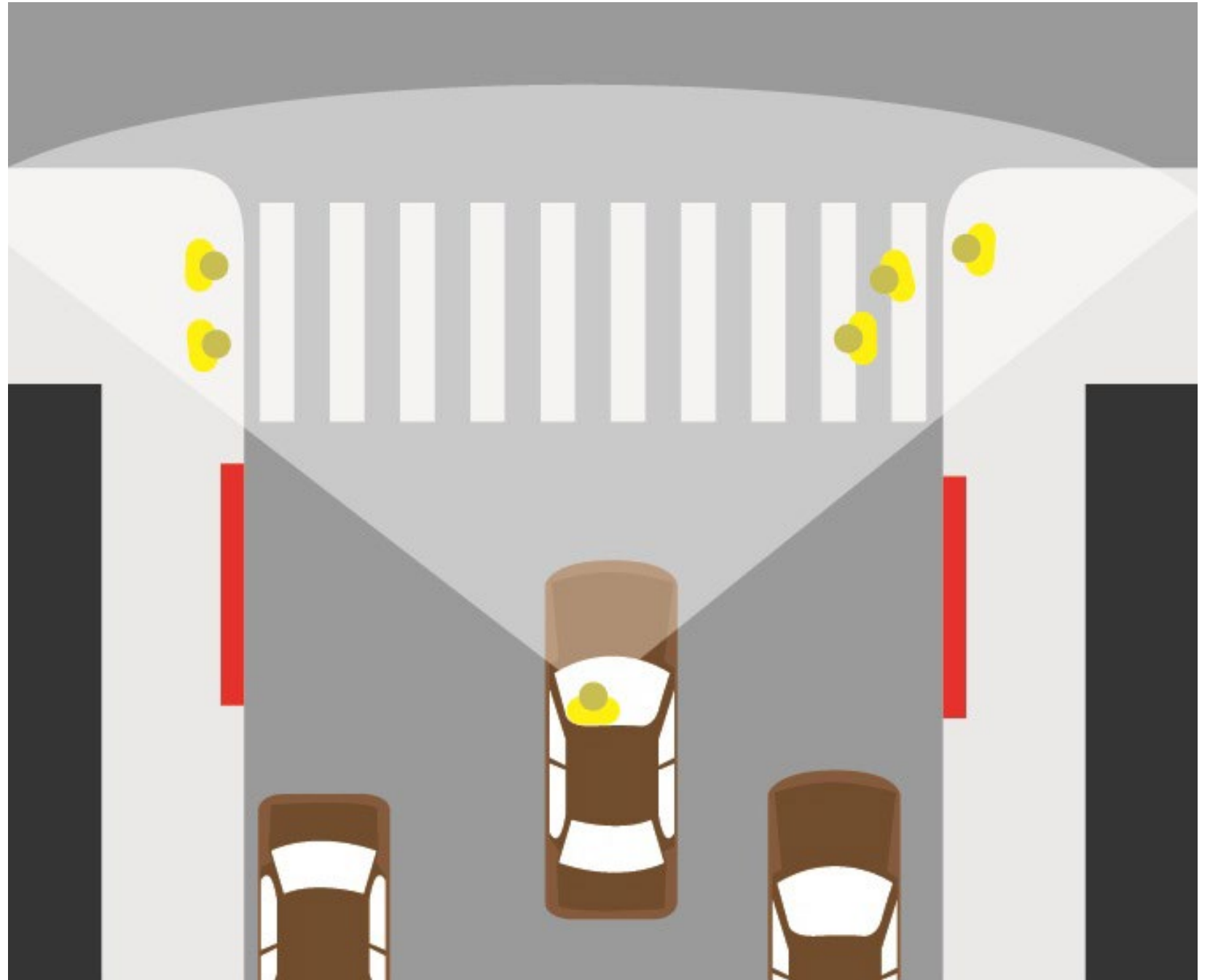
- A street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists
- In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections



Source: SFMTA

# Definition

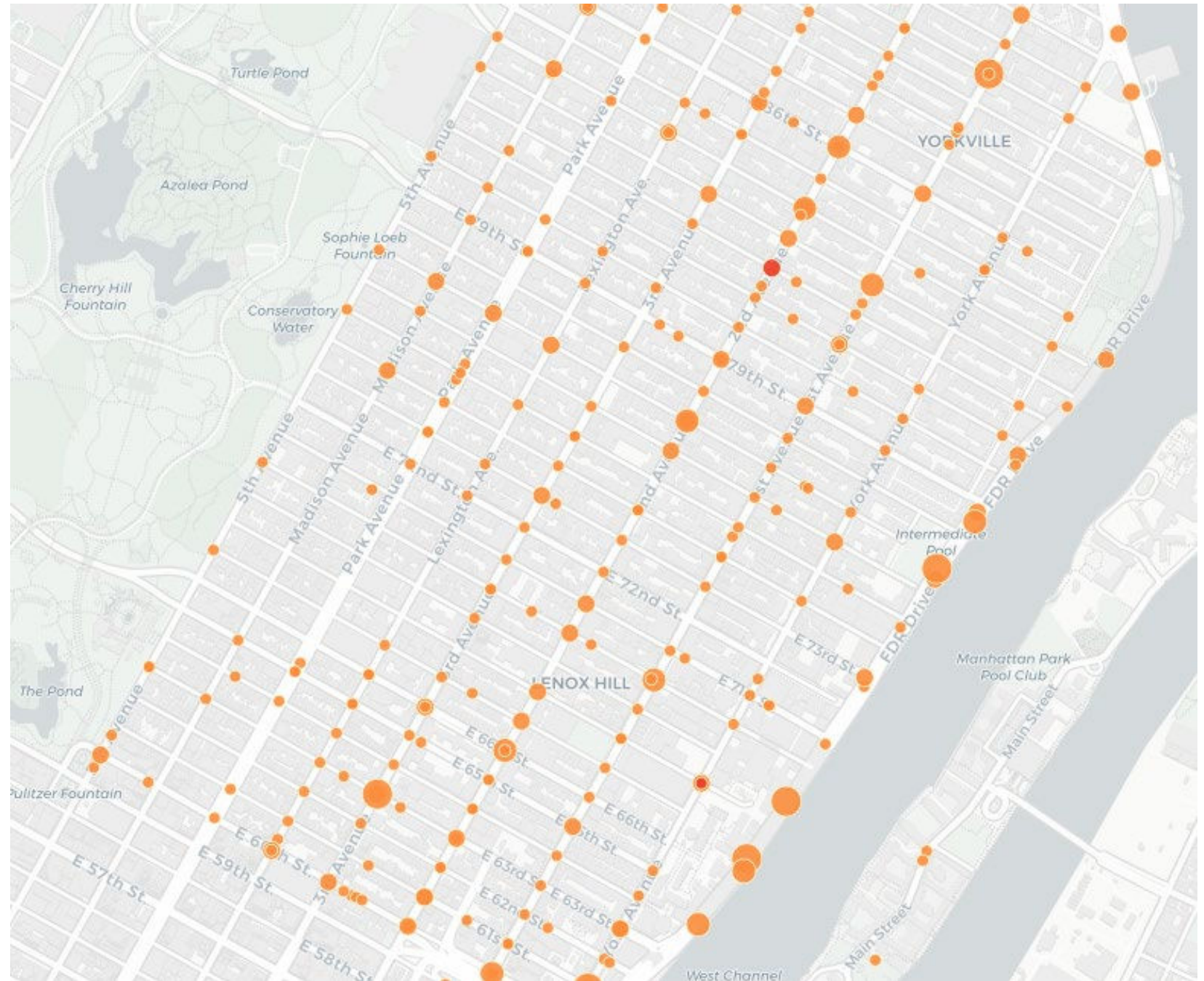
- **Daylighting**
  - A street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists
  - In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections
- **State vs. City Laws**
  - NYS law (§ 1202) prohibits vehicles parking within 20ft of a crosswalk or intersection
    - Excludes cities with more than one million residents
  - NYC law only prohibits parking *directly within* a crosswalk or intersection
    - New NYC law (Intro 854-A) requires NYCDOT to implement daylighting at no less than 100 intersections per year, starting in 2025



Source: SFMTA

# Street Design Framework

- Intersections
  - Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians
  - Intersections have the most conflict points between different road users, and highest volume of pedestrians

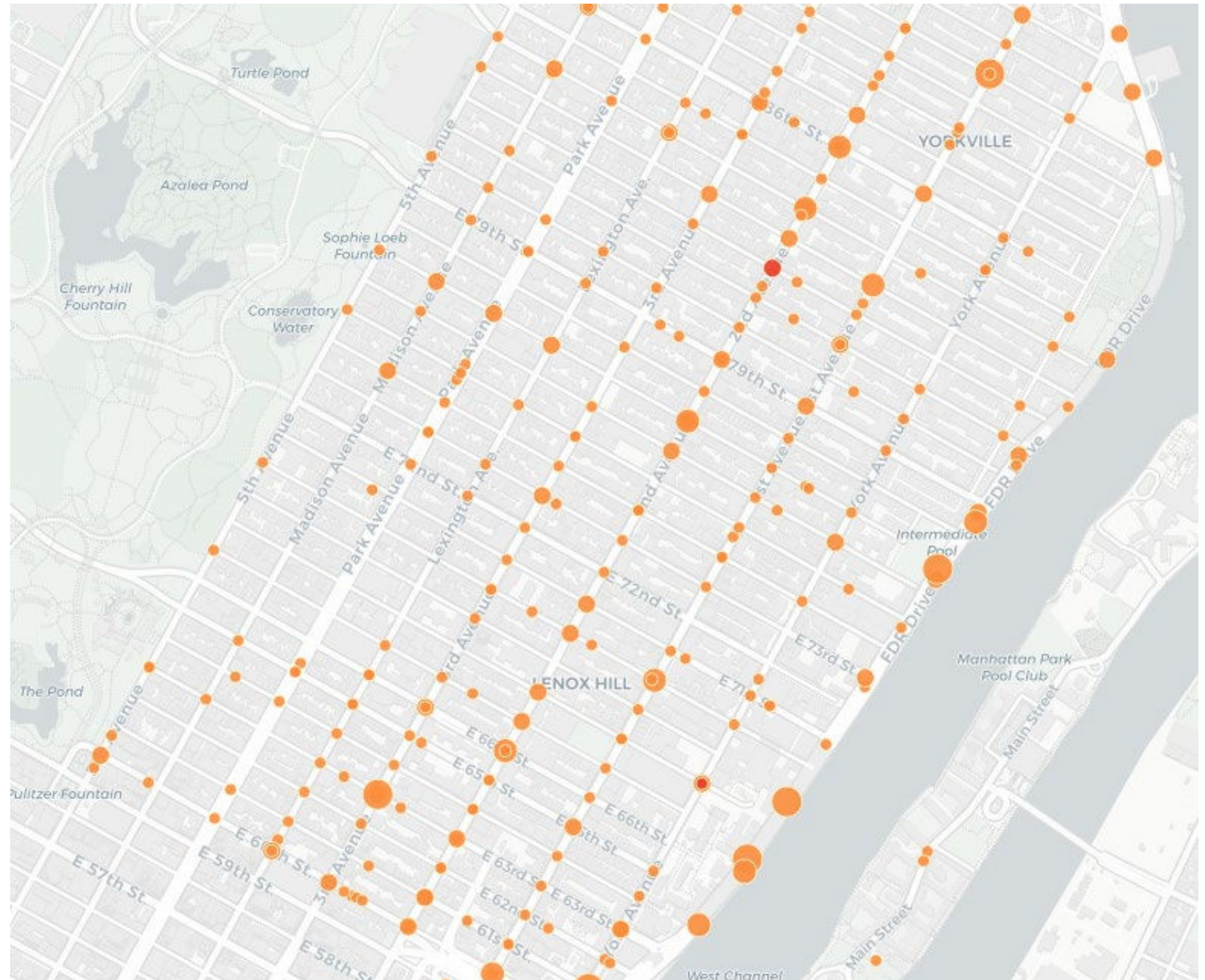


Source: CrashMapper reported collision data in MH CB8 involving an injury (2023)



# Street Design Framework

- Intersections
  - Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians
  - Intersections have the most conflict points between different road users, and highest volume of pedestrians
- Safe Systems Approach
  - Death and serious injury are unacceptable on our streets
  - Humans will make mistakes—minimize the impact of those mistakes
  - Humans are vulnerable—always design for the most at-risk groups
  - Safety should be proactive
  - Redundancy is key

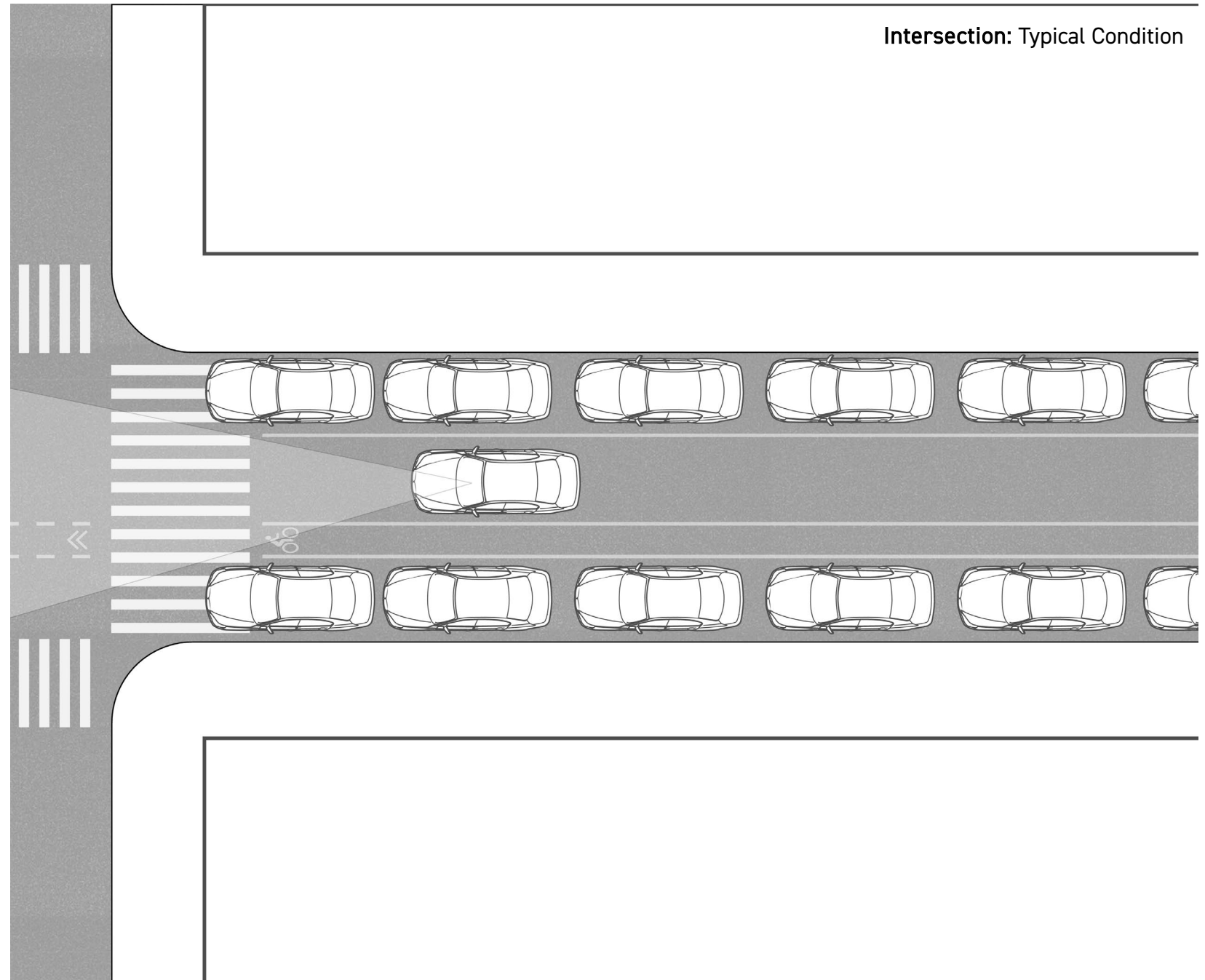


Source: CrashMapper reported collision data in MH CB8 involving an injury (2023); U.S. DOT Vision Zero Program

# Street Design Framework

- Daylighting Benefits

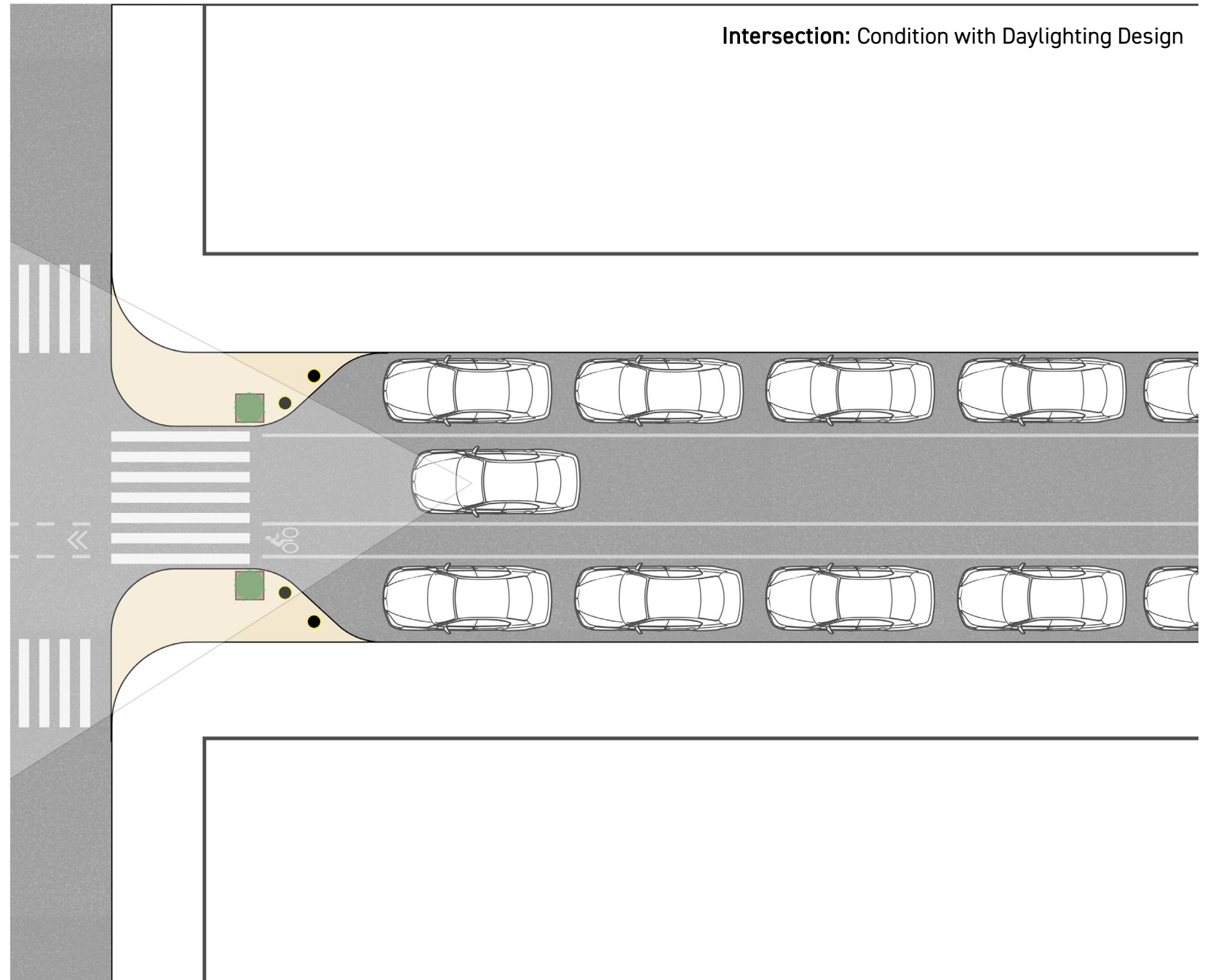
- Increases visibility of pedestrians to motorists
- Increases visibility of vehicles to pedestrians
- Shortens crossing distance for pedestrians
- Protects ADA accessibility
- Reduces crowding at crosswalks



# Street Design Framework

- Daylighting Benefits

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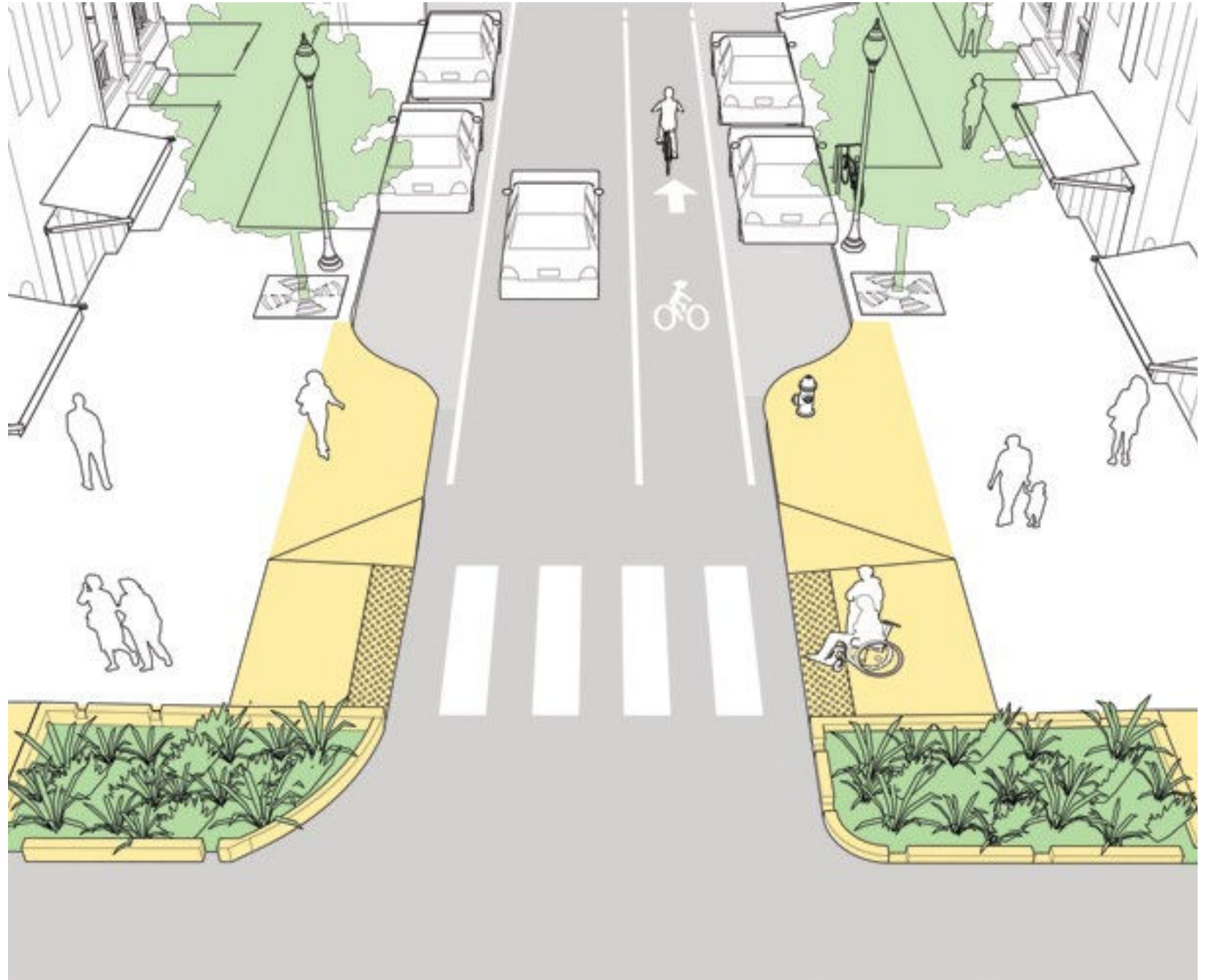




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- Daylighting Benefits

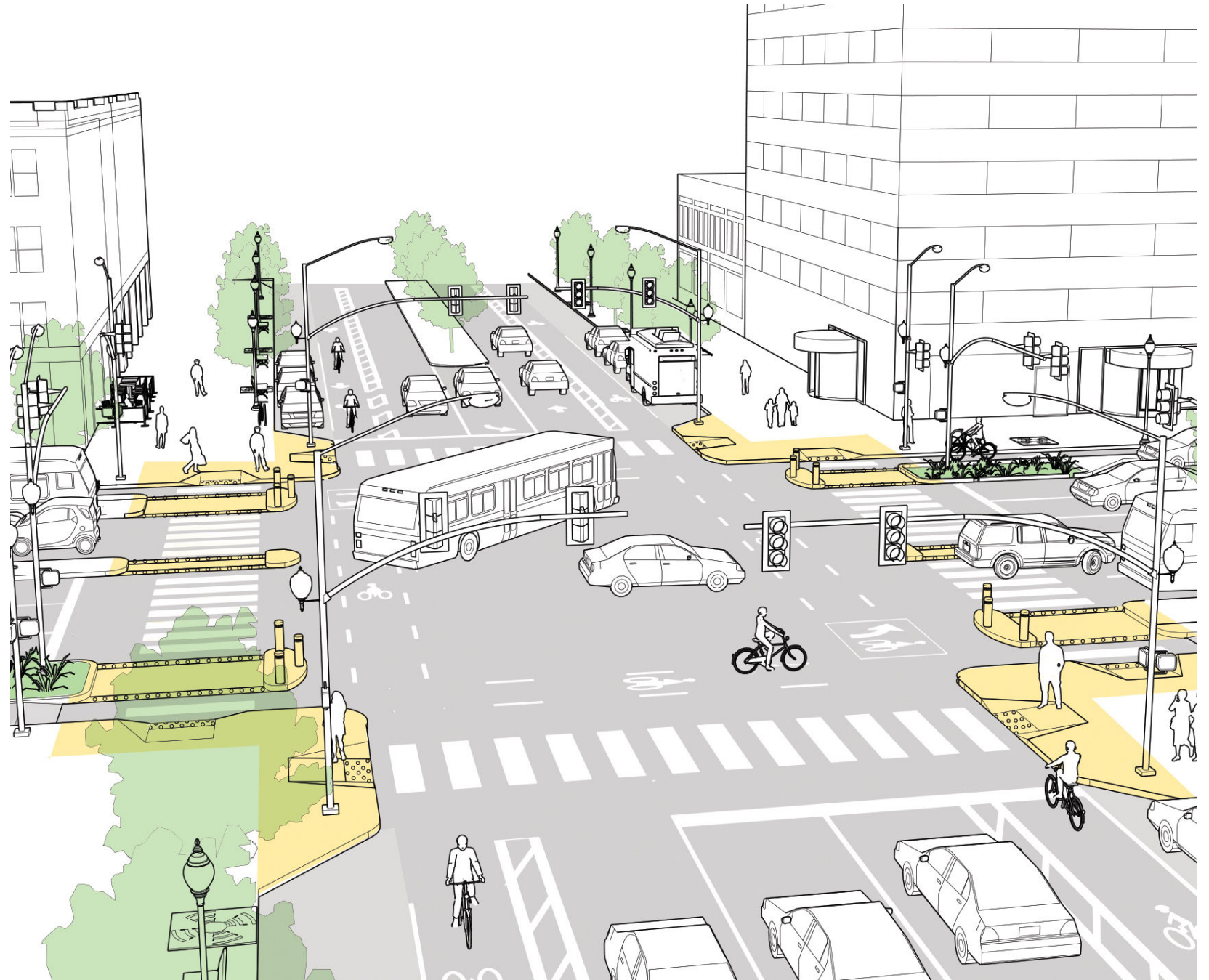
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Source: National Association of Transportation Officials (NACTO)

# Street Design Framework

- Daylighting Benefits
  - Increases visibility of pedestrians to motorists
  - Increases visibility of vehicles to pedestrians
  - Shortens crossing distance for pedestrians
  - Protects ADA accessibility
  - Reduces crowding at crosswalks



Source: National Association of Transportation Officials (NACTO)



# Precedents



## Precedents: New York City





# Precedents: New York City





## Precedents: New York City



Source: NYC Street Design Manual



# Precedents: New York City





## Precedents: Hoboken



Source: Curbed; Photo Credit Chris Robbins



## Precedents: Hoboken



Source: City of Hoboken



# Precedents: Hoboken



Source: Tim Evans, New Jersey Future



# Implementation

# Incremental Approach

- Interim / Pilot
  - Textured paint, lane markings, flex posts, rubber medians, planters, bike racks, granite blocks
  - Low cost





# Incremental Approach

- Interim / Pilot
  - Textured paint, lane markings, flex posts, rubber medians, planters, bike racks, granite blocks
  - Low cost
- Long-term / Permanent
  - Concrete curb extensions, permanent plantings, bioswales, benches, CitiBike stations, trash/recycling containers, information kiosks
  - Moderate cost

