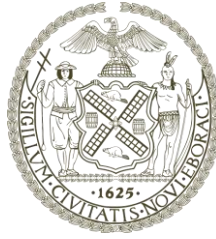


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**The City of New York**  
**Community Board 8 Manhattan**  
**Transportation Committee**  
Wednesday, May 6, 2026 6:30 PM  
*Conducted Remotely on Zoom*

*Please note: The resolutions 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.*

**Resolutions to be voted on:**

**Item 2A: 15 MPH School Slow Zones at St. David's School, Dalton School, and Hewitt School (unanimous)**

**Item 2B: District-Wide 20 MPH Slow Zone Resolution**

**Minutes:**

*Present:* Michele Birnbaum, Lori Bores, DJ Falkson, Sebastian Hallum Clarke, Paul Krikler, Craig Lader, John McClement, Judy Schneider, and Charles Warren.

*Absent:* Valerie Mason, and John Phillips.

*Approximate Number of Public Attendees:* 31

The meeting was called to order at 6:33 PM.

**Item 1: Presentation of Crash Mapper Data and Open Source Transportation Data**

Transportation Committee Co-Chair Craig Lader presented a comprehensive analysis of crash data for Community District 8 using [NYC Crash Mapper](#), a visualization tool based on open-source data from the New York Police Department and New York City Department of Transportation (NYC DOT). The presentation covered crashes from 2015-2025, with particular focus on post-pandemic trends (2020-2025) and was intended to help inform the Committee about potential areas of focus in the future.

Mr. Lader began by highlighting a key theme - while total crashes have declined by over 75% between 2016 and 2025, the number of persons injured has decreased by only 20%. This means the injury rate per crash has tripled, making each crash now more than three times as likely to injure someone. The post-pandemic pattern shows fewer but far more dangerous crashes, with the rate of injuries to crashes increasing from 0.28 in 2020 to 0.48 in 2025. Cyclist injuries increased 69% over six years despite relatively stable crash counts, and pedestrian injuries increased 40%. E-bikes and e-scooters now appear in 6-10% of crash records compared to 4% in 2020.

Among north-south avenues, Second Avenue had the most dramatic decrease in total crashes but also had a very high injury rate per crash in 2025, especially when weighted against average annual daily

traffic (AADT). Lexington Avenue had the highest pedestrian injuries per 10,000 vehicles - 1.7 times the rate of First, Second, and Third Avenues despite having less traffic. Park Avenue was notably very low in both crashes and injury rates. York Avenue had a particularly high injury rate compared to its traffic volume, approaching Third Avenue levels despite carrying less traffic.

Looking at east-west cross streets, the data revealed that the lower 60s (particularly East 60th-East 63rd Streets) have the highest crash frequencies among cross streets. Among major cross streets, East 86th Street is significantly more dangerous to pedestrians than any other major crosstown street. East 72nd Street, despite being perceived as calmer with less bus traffic, actually has a higher crash rate than East 79th or East 96th Streets. Streets in the East 90s had more cyclist injuries than pedestrian injuries, unlike other segments of the district.

Some other key points highlighted included the following:

- The Franklin D. Roosevelt East River Drive (FDR Drive) has a very high injury rate per crash despite crash numbers having significantly dropped in recent years, with crashes concentrated near on/off ramps and tunnel segments.
- Midblock crashes and injuries have increased relative to intersection crashes. Midblock cyclist injury rates are nearly identical to intersection rates.
- Analysis near subway stations showed the highest crash and injury rates at the Lexington Avenue/East 59th Street station.
- Driver inattention or distraction is the most frequently identified contributing factor (five times more than the next closest cause). However, the vast majority of crash records have "unspecified" as the contributing factor, indicating inconsistent police reporting.
- Peak crash hours are in the afternoon (2 PM-4 PM), but the highest injury rates per crash occur overnight when speeding and dangerous behaviors are more common.
- Summer months (June specifically) had the highest cyclist injury rates, while December had increased pedestrian injuries, possibly related to holiday activity and weather.
- Morning peak hours are actually among the safer periods on roadways in the district, despite higher traffic volumes.

In terms of comments and questions there was discussion about the extent to which the data may be underreporting bike-related crashes that aren't reported by New York Police Department (NYPD), which some speakers emphasized as they pointed to overall increases in bike-involved crashes. One speaker noted that the number of crashes on Third Avenue increased in 2025, though one year of data may not indicate a trend. There was discussion about which mode is responsible for the majority of crashes, indicating motor vehicles by a wide margin. Some speakers concluded that the data highlighted the need for traffic calming measures and expressed concern about the stubbornly high injury rates.

## **Item 2: Sammy's Law:**

### **2A: Overview**

### **2B: NYCDOT Proposed School Zone Speed Reductions:**

- 1. Saint David's School, located at East 89th Street (between Madison and Fifth Avenues)**
- 2. Dalton School, located at East 89th Street (between Lexington and Park Avenues)**
- 3. The Hewitt School - Lower School, located at East 76th Street (between Fifth and Madison Avenues)**

## **Overview:**

Transportation Committee Co-Chair Craig Lader provided background on the law that gives New York City the authority to set speed limits below the state-mandated floor of 25 MPH. Known colloquially as Sammy's Law, it was named after 12-year-old Sammy Cohen Eckstein who was killed by a speeding van in Brooklyn in 2013. The law was signed in April 2024 as part of the state fiscal year 2025 budget after years of legislative advocacy. The impetus for the law was included in a graphic that depicted how risk of serious injury and fatality drops significantly as speed limits are lowered - there is a substantial difference in pedestrian survival rates between collisions at 30 MPH vs. 25 MPH, and further significant improvements between 25 MPH and 20 MPH, and between 20 MPH and 15 MPH.

Community boards must receive [60-day notice before implementation](#). The law provides for the following:

1. NYCDOT may reduce the speed limit to 20 mph on any individual street with proper posted signage, without requiring further state legislative action.
2. On “shared streets” and “open streets” that have undergone significant upgrades. Speed limits may be further reduced to 10 mph. This is not currently applicable to any streets in Community District 8.
3. School slow zones with 15 MPH speed limits may be established at approximately 2,300 schools across NYC.
4. An entire geographic area can be designated as a regional slow zone at 20 mph; Community Boards may request their full district be designated, as over 10 have already done.

## **School Slow Zones:**

Community District 8 received a [letter](#) from NYCDOT proposing 15 MPH school slow zones at three locations: St. David's School on East 89th Street between Madison and Fifth Avenues, Dalton School on East 89th Street between Lexington and Park Avenues, and Hewitt School (lower school) on East 76th Street between Fifth and Madison Avenues. Rafael Escano, NYCDOT Manhattan Borough Planner, clarified that these schools were selected because they have existing 20 MPH school slow zones, and confirmed that the Mamdani administration is planning to implement 15 MPH slow zones at all eligible NYC school locations by the end of his current term in 2029, which includes all public, private and charter schools with enrollment of 250-plus students.

The first 100 school slow zones are planned to be implemented in 2026, with NYCDOT focusing on updating 720-plus existing 20 MPH school slow zones to 15 MPH. Mr. Escano stated that school slow zones are determined by engineering criteria based on the school's location, entrances, and exits, and that speed limit signs indicate where school zones start and end.

There was strong support for the proposed school slow zones, with discussions focused on the geographic scope of school zones and the selection process for the initial three schools. Questions were raised about why the first schools selected were all private rather than public, and why other schools throughout the district were not included. There was discussion about the definition of the school zone, which Mr. Escano stated typically extends up to 1,320 feet (a quarter mile) along roads passing schools, though based on the letter received by CB8 referencing only the individual street blocks where schools are located were the extent of the zones for these 3 schools and it wouldn't apply on adjacent blocks. Members noted that if quarter-mile zones were applied around every eligible school in CB8, this could create near-complete 15 MPH coverage across the district. Discussion of enforcement noted that while

Sammy's Law enables speed limit changes, separate state legislation (extended through 2030) authorizes 24/7 speed cameras within a quarter mile of schools, though fewer than 2,500 cameras exist citywide and installation at every school location is not feasible.

**WHEREAS**, Sammy's Law, signed into law in April 2024, grants New York City authority to reduce speed limits to 15 miles per hour near schools; and

**WHEREAS**, The New York City Department of Transportation has requested establishment of 15 MPH school slow zones at St. David's School (East 89th Street between Madison and Fifth Avenues), Dalton School (East 89th Street between Lexington and Park Avenues), and Hewitt School lower school (East 76th Street between Fifth and Madison Avenues); and

**WHEREAS**, these three schools were selected as the first implementations of Sammy's Law in Community District 8 because they have existing 20 MPH school slow zones and meet the criteria of having enrollment of 250 students or more; and

**WHEREAS**, research demonstrates that reducing vehicle speeds from 20 MPH to 15 MPH improves pedestrian survival rates in the event of a collision; and

**WHEREAS**, the mayor has announced that every school in New York City with 250 or more students will receive a 15 MPH school slow zone by the end of 2029;

**THEREFORE, BE IT RESOLVED**, that Community Board 8 Manhattan approves NYCDOT's request to establish 15 MPH school slow zones at St. David's School (East 89th Street between Madison and Fifth Avenues), Dalton School (East 89th Street between Lexington and Park Avenues), and Hewitt School lower school (East 76th Street between Fifth and Madison Avenues).

*Yes (9): Birnbaum, Bores, Falkson, Hallum Clarke, Krikler, Lader, McClement, Schneider, Warren*

*No (0): None*

*Abstain (0): None*

### District-Wide Slow Zone

A Committee member, noting the actions taken by other Manhattan Community Boards and pointing to the elevated injury to crash rates that have become the new normal, proposed a resolution calling for a slow zone covering the entirety of Community District 8. There was generally strong support expressed, with one board member calculating that 23 more pedestrians would be alive today if 20 MPH limits had been in place over the past decade. Multiple speakers noted that average speeds in the district are already below 20 MPH, so reductions would primarily address dangerous speeders while having negligible impact on travel times (approximately 36 seconds per mile calculated based on a 5 MPH speed reduction).

Board member Michele Birnbaum argued that a district-wide speed limit reduction was not specifically posted on the agenda, and that it was out of order and shouldn't be voted on without being identified specifically. The Committee Co-Chairs disagreed, noting that the resolution proposed was fully germane to the posted item and was specifically identified as one of the actions permissible under Sammy's Law, and that New York State Department of Transportation (NYSDOT) would have to come back to the Board if they acted on our resolution.

**WHEREAS**, Sammy's Law grants New York City the authority to establish regional slow zones with 20 miles per hour speed limits on applicable streets; and

**WHEREAS**, crash data demonstrates that while total crashes in Community District 8 have declined in recent years, the injury rate per crash has nearly tripled, making each crash almost three times as likely to injure someone; and

**WHEREAS**, pedestrian survival rates in vehicle collisions increase dramatically when impact speeds are reduced from 25 MPH to 20 MPH; and

**WHEREAS**, average vehicle speeds in much of Community District 8 are already below 20 miles per hour in many locations, meaning speed limit reductions would primarily address dangerous speeding vehicles while having minimal impact on overall traffic flow; and

**WHEREAS**, lowering speed limits by 5 miles per hour results in approximately 36 seconds of additional travel time per mile, amounting to minimal delays for trips within Community District 8, which is only approximately 1.75 miles in length and one mile in width; and

**WHEREAS**, six Manhattan Community Boards, as well as multiple Queens and Brooklyn community boards, have passed full-board resolutions requesting district-wide 20 MPH slow zones; and

**WHEREAS**, district-wide implementation provides clearer and more consistent speed limits for drivers compared to piecemeal block-by-block approaches that can create confusion;

**THEREFORE, BE IT RESOLVED**, that Community Board 8 Manhattan calls on the New York City Department of Transportation to institute a district-wide 20 miles per hour slow zone on all applicable streets within Community Board 8 Manhattan, consistent with the authority granted to New York City under Sammy's Law.

*Yes (8): Bores, Falkson, Hallum Clarke, Krikler, Lader, McClement, Schneider, Warren*

*No (1): Birnbaum*

*Abstain (0): None*

### **Item 3: NYCDOT Updates**

Mr. Escano provided an update on the intersection of East 63rd Street and Second Avenue, reporting that the project has been entirely implemented with appropriate signage and NYCDOT is monitoring to ensure no concerns regarding lane configuration (straight vs. left turn) arise. The Committee co-chairs and board members reminded Mr. Escano that CB8 passed a resolution requesting one left-turn lane and two straight-through lanes to address community complaints about traffic backups and congestion, which NYCDOT has yet to respond to. Mr. Escano continued to defend NYCDOT's position that two left lanes are necessary, and after multiple board members and public commenters provided detailed observations of ongoing problems. Mr. Escano acknowledged the concerns and agreed to take them back to NYCDOT for closer examination. They would also consider implementing the committee's previous resolution with subsequent monitoring and reporting on the matter.

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

- A public attendee expressed opposition to planned changes to Park Avenue outside Community District 8 below East 57th Street.
- A public attendee requested NYCDOT consider posting signs near entrances to Central Park reminding cyclists that riding on sidewalks is illegal.
- A public attendee raised concerns about double-parked trucks causing congestion and creating blind zones, particularly during rush hours. A Committee Co-Chair pointed out that NYSDOT is setting aside areas where large delivery trucks can park to stage deliveries.

There being no further business, the meeting was adjourned at 8:55 PM.

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