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THE CITY OF NEW YORK  
MANHATTAN COMMUNITY BOARD SIX  
P.O. BOX 1672  
NEW YORK, NY 10159-1672

**VIA E-MAIL**

March 15, 2018

Luis Sanchez  
Manhattan Borough Commissioner  
New York City Department of Transportation  
59 Maiden Lane, 37<sup>th</sup> Floor  
New York, NY 10038

**Resolution supporting the reconfiguration of East 33rd Street between 1st and 2nd Avenues to be two-way so that vehicles can more quickly reach the NYU Langone Medical Center's Emergency Department**

At the March 14, 2018 Full Board meeting of Manhattan Community Board Six, the Board adopted the following resolution:

**WHEREAS**, NYU Langone Medical Center (NYULMC) proposed changes to E. 33rd Street's existing traffic configuration soon after it completed its expanded Emergency Department (ED) in April 2014;

**WHEREAS**, the NYULMC ED entrance is now located at the eastern intersection of 1st Avenue and E. 33<sup>rd</sup> Street, which is currently one-way westbound despite its unusual 50-foot width between 1<sup>st</sup> and 2<sup>nd</sup> Avenues (crosstown streets are typically between 30 and 34 feet wide);

**WHEREAS**, facilitating more direct access to the ED for patients in ambulances, for-hire, and private vehicles greatly increases the patients' chances of survival and avoiding permanent impairments;

**WHEREAS**, NYULMC hired Sam Schwartz Engineering D.P.C. (SSE), a traffic consultancy firm, to study and design a proposed two-way reconfiguration of E. 33<sup>rd</sup> Street's atypical 50-foot width on this block to achieve the following:

- Improved access to NYULMC ED for all vehicles
- Improved pedestrian safety

- Reduced polluting and gridlock-causing traffic circulation around the Kips Bay Towers “superblock”
- Improved access to residences and businesses in the area;

**WHEREAS**, SSE did an initial traffic study in accordance with New York’s City Environmental Quality Review (CEQR) standards and presented its proposed redesign for this block to a joint meeting of the Transportation and Land Use & Waterfront committees of Manhattan Community Board Six (CB6) on June 5, 2014;

**WHEREAS**, to achieve a reduction of up to 9.8 minutes at peak traffic hours for ED-bound vehicles coming from the north and west, NYULMC and SSE propose that E. 33<sup>rd</sup> Street be made into a two-way street, allowing all vehicles to go eastbound directly to the ED entrance, thereby reducing the number of signaled intersections they must cross from 7 to 2, and the distance they must travel by more than a quarter of a mile;

**WHEREAS**, this proposal includes the following features:

- A striped four-foot wide median dividing E. 33<sup>rd</sup> Street between 1st & 2nd Avenues to serve as a pedestrian refuge and traffic-calming measure
- Enhanced pedestrian safety at the intersection of 2<sup>nd</sup> Avenue & E. 33<sup>rd</sup> Street, placing a pedestrian plaza at the intersection’s southeast corner and moving the current entrance to the service road from E. 33<sup>rd</sup> Street to 2<sup>nd</sup> Avenue, thereby shortening that intersection’s north-south crosswalk from 65 feet to 40 feet; and
- Improved access to Kips Bay Towers and other buildings on E. 33<sup>rd</sup> Street by allowing eastbound travel from 2nd Avenue;

**WHEREAS**, in June 2014, CB6’s Land Use & Waterfront and Transportation committees jointly approved these proposed changes, while also requesting that NYC Department of Transportation (NYCDOT), NYULMC, and SSE address the concerns raised by some area residents;

**WHEREAS**, that joint resolution was approved by the full CB6 board by a vote of 35-1, with 3 abstentions for cause;

**WHEREAS**, the concerns expressed by some area residents include:

- Increased traffic by vehicles accessing the Midtown Tunnel
- Increased noise from emergency vehicles
- Increased dangers for pedestrians, especially seniors, crossing illegally in mid-block
- Congestion caused by double parking and loading
- Decreased property values;

**WHEREAS**, meetings with area residents to discuss and address their concerns have been convened in the four years since that June 2014 presentation;

**WHEREAS**, for the March 2018 presentation to CB6’s Transportation Committee, SSE updated its initial study to additionally address the concerns listed above, as well as

others raised by area residents and reasserted that the proposed redesign of E. 33<sup>rd</sup> Street significantly enhances the safety for all street users, as well as facilitating access to NYULMC ED for all vehicles;

**WHEREAS**, this proposed redesign includes revamping the 2<sup>nd</sup> Avenue bike lane by adding a mixing zone for vehicle left turns at E. 33<sup>rd</sup> Street and a new turn-in south of that intersection allowing vehicles to access the service road;

**WHEREAS**, this resolution is consistent with both the aforementioned CB6 June 2014 resolution and another CB6 resolution approved in November 2010;

**THEREFORE, BE IT RESOLVED**, that CB6 supports the proposed changes to E. 33<sup>rd</sup> Street between 1<sup>st</sup> and 2<sup>nd</sup> Avenues;

**BE IT FURTHER RESOLVED**, that CB6 urges NYCDOT to carefully examine available options for the new mixing zone and turn-in to provide maximum safety for vehicles, cyclists, and pedestrians;

**BE IT FURTHER RESOLVED**, that CB6 requests that NYCDOT coordinates with all pertinent city agencies, including the New York City Department of Parks and Recreation, to review and implement these changes.

**VOTE:**    36 in Favor        0 Opposed        1 Abstentions        1 Not Entitled

Best regards,



Jesús Pérez  
District Manager

Cc: Hon. Carolyn Maloney, U.S. Congress Member  
Hon. Brad Hoylman, New York State Senator  
Hon. Dan Quart, NYS Assembly Member  
Hon. Gale A. Brewer, Manhattan Borough President  
Hon. Keith Powers, Council Member  
Hon. Carlina Rivera, Council Member  
Sandra McKee, Chair, CB6 Transportation Committee  
Colleen Chattergoon, Department of Transportation  
Gilda Ventresca-Ecroyd, NYU Langone Health