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THE CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD SIX
211 EAST 43RD STREET, SUITE 1404
NEW YORK, NY 10017

VIA E-MAIL

July 9, 2019

Edward F. Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Resolution regarding traffic signals along 1st and 2nd Avenues in Community District 6

At the June 12, 2019 Full Board meeting of Manhattan Community Board Six, the Board adopted the following resolution:

WHEREAS, First Avenue and Second Avenue in Manhattan Community District 6 (CD 6) are north/south byways in our district with bicycle lanes that are heavily used routes for local cyclists as well as arteries for interborough bicycle traffic;

WHEREAS, the typical traffic signal configuration on such avenues would have a cycle of green lights appearing in the direction of traffic in a pattern that allows clear traffic to proceed at the speed limit, which for both avenues is 25 mph in our district, frequently called a "green wave" in transportation literature;

WHEREAS, average cycling speeds are far below 25 mph, and with the current signal patterns, signals force cyclists to come to a full stop frequently (a burden for manual bicyclists, which is currently most of the traffic);

WHEREAS, a pattern deployed in other cities (San Francisco and Copenhagen in particular) is a green wave timing pattern adjusted down to the average speed of cyclists (10-15 mph);

WHEREAS, one major benefit of such a pattern is that waves of cyclists would encounter fewer red lights in their travels; in turn, the number of traffic encounters that pedestrians would have with scofflaw red-light-passing cyclists along the corridor (a commonly-observed infraction) would be reduced, as would be the collisions that occur in those encounters and the need for NYPD enforcement attention to observe and ticket scofflaws;

WHEREAS, Manhattan Community Board Six (CB6) is concerned about the possible adverse side effects of reduced traffic flow on these avenues, but is comfortable with considering the effects of 20 mph traffic flow of signals (led by the “green wave”), while maintaining a 25 mph statutory speed limit for vehicular traffic;

THEREFORE, BE IT RESOLVED that CB6 urges the NYC Department of Transportation to use its traffic modeling and evaluation tools to study a simulated implementation of a cycling-friendly “green wave” (as described above) that proceeds at 20 mph along First Avenue and Second Avenue in CD 6, and to report back to CB6 with the simulated or predicted impacts of implementing that change.

VOTE: 42 in Favor 0 Opposed 2 Abstention 0 Not Entitled

Best regards,

A handwritten signature in blue ink, appearing to read 'Jesus', with a stylized flourish extending to the right.

Jesús Pérez
District Manager

Cc: Hon. Gale Brewer, Manhattan Borough President
Hon. Carlina Rivera, Council Member
Hon. Keith Powers, Council Member
Hon. Ben Kallos, Council Member
Colleen Chattergoon, New York City Department of Transportation
Sandra McKee, Chair, CB6 Transportation Committee