

DELORES RUBIN
Chair

Jesse Bodine
District Manager

CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.nyc.gov/mcb4

October 17, 2016

Luis Sanchez
Acting Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

RE: Proposed 11th Avenue Safety Improvements

Dear Acting Commissioner Sanchez,

Manhattan Community Board 4 (CB4) is pleased that after a six month delay, the safety improvements planned for 11th Avenue will be rolled out in two phases in September 2016 and March 2017. We support this roll-out that had been requested as part of the Hell's Kitchen Transportation Study, with additional requests that were already discussed in more detail in our April 8, 2016 letter (attached).

11th Avenue two-way – 34th to 42nd Street:

We are delighted to hear that a Split LPI will be installed at 37th Street and a Barnes' Dance at the complex 40th Street intersection.

We continue to request that:

- High visibility markings be installed at all the crossings for 11th Avenue
- Split phase signals will be installed at the northbound and southbound turns from 34th Street to 11th Avenue. This intersection is teeming with convention attendees and bus riders. It is very dangerous.
- Split phase signals at 42nd Street and 11th Avenue, one of the Priority intersections in the Vision Zero pedestrian action plan.
- Accessible Pedestrian Signals be installed at each crossing where a new signal is installed.

11th Avenue one-way – 44th to 52nd Street:

We continue to request that:

- The lane separation between the tunnel and thru traffic be expanded north to 46th Street
- Proper signage be installed overhead starting at 47th street to direct cars to their proper lanes

- All pedestrian crossing be equipped with high visibility markings
- Install a split LPI signal for the southbound turn from 53rd Street to protect families and pedestrians crossing 11th avenue to reach the park.
- Accessible Pedestrian Signals be installed at each crossing where a new signal is installed.

We further request that upon completion of phase 2 of the project, a **way-finding signage design project** be undertaken in collaboration with the Community Board, the Hudson Yards/Hell's Kitchen Alliance Business Improvement District and the Port Authority, as well as an update of GPS mapping vendors to educate drivers on the best use of these new routes.

11th Avenue one-way – 52nd to 57th Street

We are disappointed that the northern boundary of the conversion to one way will be located at 52nd street. The community residing around that intersection was very vocal against the side effects of the change from one-way to two-way at 52nd Street. They fear that the chaos existing today at 45th street will just move up to 52nd Street and endanger the large number of pedestrians and children going to the park or to the cruise ships. There are two schools on 52nd Street and a good number of bicyclists using that intersection.

We request that

- A third phase converting 11th Avenue one way from 52nd to 57th Street be planned
- Signage to discourage the use of 53rd Street as an access route to the West Side Highway be included in this phase
- Dedicated bus lane for the M12 during peak hours

We appreciate the efforts of DOT to move this project forward and hope that – this time- it will be implemented at the planned dates.

Sincerely,



Delores Rubin
Chair



Christine Berthet
Co-Chair, Transportation
Planning Committee



Yoni Bokser
Co-Chair, Transportation
Planning Committee



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.nyc.gov/mcb4

DELORES RUBIN
Chair

Jesse R. Bodine
District Manager

April 8, 2016

Manhattan Borough Commissioner Margaret Forgione
Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

RE: Proposed 11th Avenue Safety Improvements

Dear Commissioner Forgione,

Manhattan Community Board 4 is pleased with the overall proposed phased implementation plan for converting 11th Avenue to two ways south of 42nd Street and one way north of 42nd Street. This proposal is in response to a CB4 request based on a recommendation of the Hell's Kitchen Traffic Study that calls for better balancing the traffic between 9th, 10th and 11th Avenues. Based on the details presented, we support the proposal, but we'd like to see a number of suggestions incorporated in the plan to improve safety and help drivers navigate the new configuration.

11th Avenue currently allows for two-way traffic south of 24th Street, southbound one-way 24th to 37th Streets, two-way between 37th and 40th Streets, southbound one-way between 40th and 44th Streets and two-way north of 44th Street.

The plan proposes to expand the two way segment from 42nd Street all the way south to route 9A in two phases:

The segment from 37th to 34th street that used to be two-way before the avenue repaving, will be returned to two-way in July 2016.

The segment from 34th to 24th Street will be converted to two-way at a later date, when the construction of the Hudson Yards sites is closer to completion.

The plan further proposes to expand the one-way segment from 44th to 53rd Street in September 2016.

In addition, the plan includes many pedestrian safety improvements at various intersections along the corridor, increases loading and unloading space and provides for turn lanes.

Phase 1- Changes to 11th Avenue from 34th to 42nd Street

Restore the two-way traffic between 34th and 37th Streets.

- We welcome this change, which will allow Lincoln Tunnel bound traffic to use 11th Avenue as well as 10th – currently overloaded.
We note that this area could use flexible cones or other separation to clearly show vehicles that the segment is two-way.

Improve pedestrian safety:

- **High visibility markings:** A convention center visitor was recently killed in the crossing of 11th Avenue at 37th Street. These east-west pedestrian crossings are heavily used by out of town visitors to the Javits Center but they are currently poorly marked. We request that all pedestrian crossings between south 34th Street and north 42nd street be equipped with high visibility markings to put the vehicles on notice that many pedestrians do cross there.
- **34th Street and 11th Avenue – Split phases:** We are pleased that the eastbound 34th Street will be equipped with a turn lane to turn north onto 11th Avenue. Considering the volume of Javits visitors, discount buses travelers and Highline visitors, most them from out to town, it would be beneficial to install split phase signals for all turn lanes, so that all turns from 34th street happen in a single phase and do not conflict with pedestrian crossings.
- **40th Street and 11th Avenue- pedestrian crossing phase:** We are also pleased that DOT will make the intersection of 40th street and 11th avenue safer for pedestrians: with two major vehicular feeds converging toward the Lincoln tunnel entrance, the east side crossing of 40th street was banned to pedestrians, not a sustainable solution in a part of the district that is becoming residential. Three options were presented to address this intersection. Two of them would limit the eastbound movements of vehicular traffic, and thus conflict with the Javits Convention center plan for its trucks to access the Lincoln tunnel directly from the new marshaling yards entrance on 40th Street. We recommend Option 3, which would create a third phase for pedestrians to cross. Such a phase need not delay the Lincoln Tunnel flow (although there is virtually no flow at peak hours), but instead would take time away from the through traffic phase on 40th Street.
- **42nd Street and 11th Avenue - Split Phase:** This intersection is one of the priority intersections in the DOT Vision Zero Pedestrian Safety Action Plan for Manhattan¹. Thousands of new residents in this area rely heavily on walking for their transportation needs. We request that DOT study the crashes at that location, report their finding to CB4 and install proper signals to protect the dangerous crossings.

Phase 2- Changes to 11th Avenue from 44th to 53rd Street

Convert 11th Avenue from two-way to one way southbound between 44th and 47th Street.

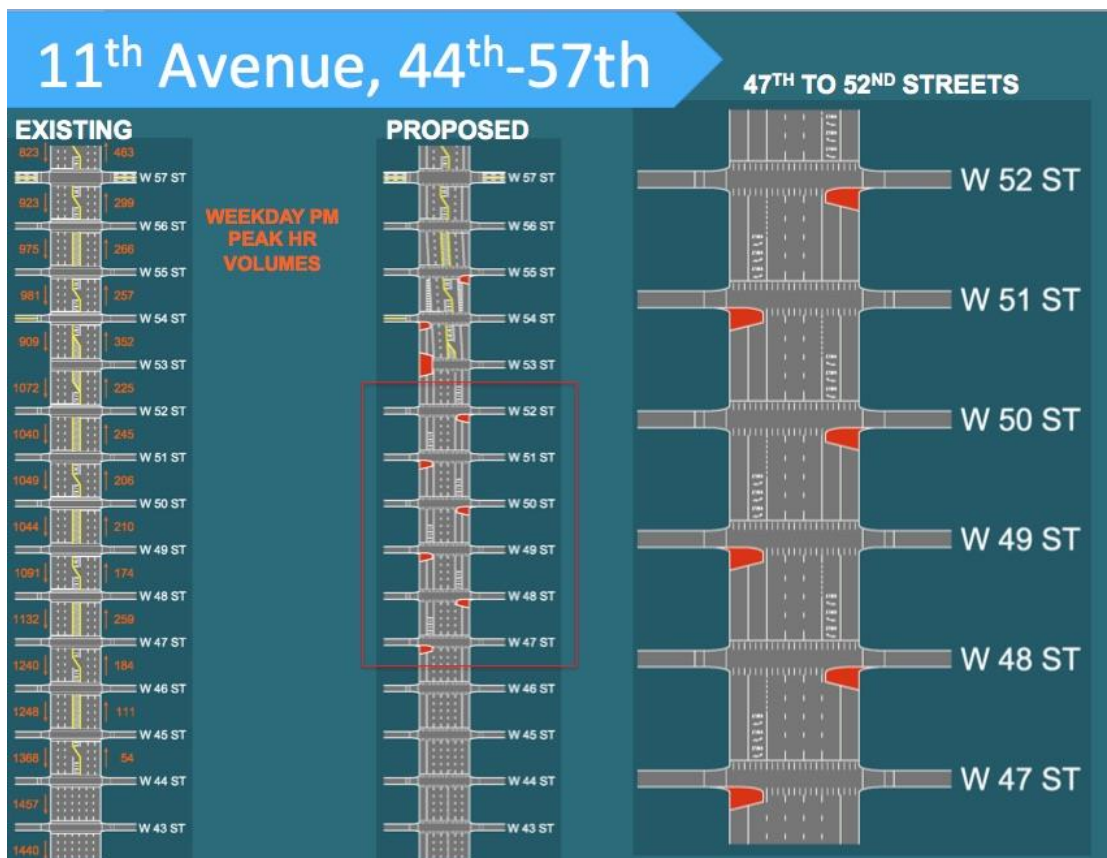
- CB4 is on record for supporting such a change in order to reduce the congestion on 11th avenue and prevent drivers from going the wrong way between 44th and

¹ <http://www.nyc.gov/html/dot/downloads/pdf/ped-safety-action-plan-manhattan.pdf>

45th streets. There will be no change to the number of moving lanes or parking regulations.

- In order to facilitate local flow on the west side of the avenue we recommend that the lane separation between tunnel and local traffic be extended up to the 46th street intersection.
- We also recommend that proper signage be installed overhead starting at 47th Street to direct tunnel traffic to the three eastern lane of the avenue, and local traffic to the western lanes. While remaining at a city scale, signage should be large enough (larger than 9th Avenue bus lane) to be clearly visible.
- Pedestrian safety: Tunnel bound travelers often forget that they are on city streets. We request that all pedestrian crossings on this segment be equipped with high visibility markings.

Convert 11th Avenue from two-way to one-way southbound between 47th and 53rd Street. The current avenue with four traffic lanes, a turning lane and two parking lanes will be reconfigured with three moving lanes in the center, two parking lanes on one side and a parking lane plus a one turning lane on the other. A two-lane wide sidewalk extension will reduce the crossing length for pedestrian on each of the south crossings. Planters and greenery will be installed on them and maintained by a local maintenance partner. We are very pleased with the proposed configuration, which provides meaningful space to pedestrians and calms the traffic.



- CB4 is on record for supporting such a change. We are disappointed that the change is limited to 53rd Street to the north. Our request was that the changed configuration starts at a major intersection, 57th Street, which would be less confusing to drivers. We heard from residents that 53rd Street is problematic and would not be the best choice for a boundary. While trying to make 11th Avenue easier to navigate, by creating this new segment DOT adds back unnecessary complexity. We urge DOT to reconsider this decision and recommend they extend the change to 57th Street.
- Pedestrian safety: 53rd Street is already a very dangerous intersection used by park goers, convention attendees and an increasing number of residents. We request that the southbound turn from 53rd to 11th Avenue be equipped with a split phase signal to make this intersection safer.

We appreciate DOT's presentation and its efforts to respond to our requests. We encourage the DOT to review our suggestions and come back to present a final design to the community board before implementation.

Sincerely,



Delores Rubin
Chair



Christine Berthet
Co-Chair, Transportation
Planning Committee



Ernest Modarelli
Co-Chair, Transportation
Planning Committee