



Burt Lazarin
Chair

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CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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February 14, 2019

Ed Pincar
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10037

Greg Haas
Deputy Director, Traffic Engineering & Planning
NYC Department of Transportation
55 Water Street, 6th Floor
New York, NY 10041

Re: Changes to Eleventh Avenue

Dear Commissioner Pincar and Deputy Director Haas,

Manhattan Community Board 4 (MCB4) is delighted that the Department of Transportation (DOT) committed to a firm near-term schedule for this project, previously approved by MCB4 but delayed many times. We are pleased and support, by a vote of 33 in favor, 0 against, 0 abstaining and 0 present but not eligible to vote, the new enhancements and the firmed-up schedule.

Once completed, Eleventh Avenue will run one-way southbound from 57th to 42nd Streets, and two-way from 42nd to 24th Streets. A parking-protected bike lane and a bus lane will soon be installed between 57th and 42nd Streets.

Late last year, tree planted traffic medians were installed from 42nd to 39th Streets and will be extended further south when the 34th Street viaduct and western rail yard construction is completed. West 40th Street was made two-way between Galvin and Eleventh Avenues to accommodate entrance/exits to a new commercial project, and a signalized crosswalk was installed at the 40th Street crosswalk (at Eleventh Ave.) where pedestrians were previously barred from crossing. We really appreciate these early improvements.

- Between 42nd and 40th Streets, we observed that the NYPD routinely installs cones between the new concrete medians to prevent vehicles cutting off the queue illegally. We recommend that flexible bollards be permanently installed to address this issue. It may also be useful to channel the eastbound traffic on 42nd Street at the intersection with Eleventh Avenue in three lanes: the right one turning on Eleventh going south, the middle one turning into the tunnel, and the left one going straight. This would prevent cars turning into the tunnel from blocking all other eastbound traffic.

DOT confirmed that in April 2019, signals will be adjusted to match the 25mph speed limit on Tenth Avenue.

Another terrific enhancement DOT presented is the installation of “offset crossings” instead of mixing zones at each right turn movement along the bike lane. An “offset crossing” extends the pedestrian island far into the intersection forcing the vehicles to significantly slow down before turning. This is beneficial to bicyclists and pedestrians. It is used instead of a “delayed turn”¹ when there are a limited number of turns. We have been clamoring for such a solution and we are delighted that the Eleventh Avenue bike lane is the first to receive a full implementation of this pilot treatment. Thank you.

- The community noted that the south crossing of Eleventh Avenue at 42nd Street was very dangerous for pedestrians because of heavy turning movements from westbound and eastbound 42nd Street onto Eleventh Avenue southbound. We’d like to confirm that this intersection will be equipped with a split phase signal with a trailing green, similar to Ninth Avenue and 42nd Street for the westbound traffic. Because of the tunnel entrance, we also recommend a split phase signal be installed for the eastbound traffic turning south on Eleventh Avenue or in the tunnel. At a minimum, an LPI should be considered.
- We also ask that as many LPIs be installed to cross the streets and the avenues. Parents with young children indicated they would rather do a detour in order to be protected.

DOT presented a comprehensive schedule for the whole project, and while some dates are later than hoped for, having visibility is extremely helpful. Here are the dates of the Eleventh Avenue project the DOT presented.

April 2017	DONE	W37 to W40 – Avenue restored to two-way
January 2019	DONE	W42 to W40 – 6 concrete median islands
May 2019		W57 to W44 – Avenue converted to one-way southbound
June – Aug 2019		W54, W50, W47 – Install concrete bus boarding islands
September 2019		W57 to W42 – install protected bike lane with painted islands
2020		W58, W59 – 2 concrete median islands
2021 approx.		W57 to W42 - convert 25 painted islands to concrete
2023		W39 to W35 – 6 concrete islands and SBS bus lane
2024 approx.		W59 to W57 – convert 3 painted neckdowns to concrete

¹ A “delayed turn” or “split lead pedestrian (or bicycle) interval” (Split LPI or LBI) is a red arrow signal that lets pedestrians and cyclists cross a street with no conflict from turning vehicles. Once the red arrow turns to a blinking yellow, the vehicles can turn but they are on notice to yield to pedestrians and bicyclists who still have the walk/green light.

Later		W34 to W24 – convert to two-way
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- Could you clarify what the conversion date will be for West 54th Street between Eleventh and Twelfth Avenue from two-way to one-way eastbound, and at what point the transition lanes and painted neckdowns will be installed between 59th and 57th Streets?
- We'd like to ask you to come back in six months and give us an update on the progress.

We thank the DOT staff who have been working on this project hand-in-hand with the community since 2007. MCB4 residents can already see that the few improvements installed have been transformative. We cannot wait any longer for the balance.

Sincerely,



Burt Lazarin
Chair
Manhattan Community
Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Dale Corvino
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