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CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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February 14, 2018

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

Re: Eleventh Avenue One Way Proposal

Dear Borough Commissioner Sanchez,

Manhattan Community Board 4 (MCB4) supports the NYC Department of Transportation's (DOT) revised¹ design of Eleventh Avenue, including repositioning the bike lane from the east side to the west side of the avenue and installing bus boarding islands. At its February 7th Full Board meeting, MCB4 voted in support of these revisions with 39 in favor, 1 against, 0 abstaining and 0 present but not eligible to vote.

This proposal will be safer for bicyclists at 57th Street, where they will be able to continue straight instead of crossing the traffic, and at 42nd Street, where they will be separated from the Lincoln Tunnel traffic. Further, this configuration does not preclude the installation of a floating bus lane.

We are pleased that the signal timing will be changed to comply with the 25mph limit both day and night. We understand that, due to operational constraints, the installations of pedestrian islands will be done with paint and then the concrete refuges with trees will be built later in 2019.

However, this option presents new challenges that we are asking DOT to address:

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http://www.nyc.gov/html/mancb4/downloads/pdf/december_2017/19_letter_to_dot_re_11th_ave_one_way_plan.pdf

- The bike lane seems to disappear at 44th Street. We are asking that the bike lane continue along the 43rd and 42nd Street blocks parallel to turn lanes controlled by a split phase signal.
- There is an urgent need to replace mixing zones with a safer alternative all along the avenue. It was noted that with drivers making a right turn they will have to rely on their passenger side mirror, making the mixing zones even more dangerous than on a bike lane with left turns. We understand a DOT study is underway to recommend new treatments at intersections. MCB4 asks that the recommended treatments be installed at each intersection instead of mixing zones. We would prefer split phase signals, which have proven exceptionally safe on Ninth Avenue.
- The abrupt termination of the bike lane at 42nd Street concerns the users.
 - We recommend that way finding signage be installed to direct cyclists to the greenway at 43rd Street.
 - Once this project is completed, we ask that DOT study the feasibility of the next segment from 34th to 42nd Streets.

Along with this redesign, we ask that all ADA ramps be brought in compliance and accessible signals be installed along modified or new traffic signals. Citibike stations and bike corrals should be planned as part of this design so that the stations are adjacent to the bike lanes and corrals are installed at regular intervals to prevent accumulation of bikes on the sidewalk.

As we have mentioned in past resolutions, a robust way-finding system should be implemented for vehicles to best use this new facility. We look forward to working with you on that aspect.

MCB4 is very pleased with DOT's efforts to date to deliver a true "Complete Street" to our neighborhood and the high level of dialogue with our community. Please let us know how the final design will address our concerns and what the implementation schedule is.

Sincerely,



Burt Lazarin
Chair
Manhattan Community
Board 4



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Co-Chair
Transportation Planning
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Dale Corvino
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