

Delores Rubin
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CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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October 19, 2017

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

RE: Hudson Yards/Hell's Kitchen Business Improvement District Request

Dear Commissioner Sanchez,

Manhattan Community Board 4 (MCB4) supports some of the findings of the Hudson Yards/Hell's Kitchen Business Improvement District (HYHK) from their Streetscape Improvement Plan related to pedestrian crossing times and crosstown protected bike lanes with a unanimous vote of 32 in favor, 0 opposed, and 1 present but not eligible to vote.

One of the findings from their study was that many intersections have insufficient crossing times for pedestrians. Their analysis identified 13 crossings with insufficient pedestrian crossing times. MCB4 supports HYHK's request that DOT fix the crossing times at these intersections. It is imperative for pedestrian safety that adequate and appropriate crossing times be provided. A map and list of these crossings are attached to this letter.

Additionally, as part of their Streetscape Improvement plan, HYHK identified 37th and 38th Streets as locations for streetscape improvements around visibility and walkability. MCB4 supports HYHK's proposal for bike lanes on these streets and requests that DOT create a plan for protected bike lanes on these streets from Eighth Avenue to Eleventh Avenue.

Over the past several years, MCB4 has repeatedly requested that DOT provide safe, protected crosstown bike lines. While DOT has stated they are working on several proposals, the safety of our city's pedestrians and cyclists cannot wait. In this case, the local businesses and communities are explicitly requesting these lanes in order to make

their streets more friendly and inviting. Furthermore, as Hudson Yards continues to develop, pedestrian and bike usage will only increase. By connecting the Javits Center and Hudson Yards with the existing protected lanes on Eighth and Ninth Avenues DOT can begin to build out a network of safe crosstown lanes.

MCB4 looks forward to working with DOT and the HYHK in order to implement the recommendations of their Streetscape Improvement Plan and create a safer, pedestrian friendly neighborhood.

Sincerely,



Delores Rubin
Chair
Manhattan Community
Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Yoni Bokser
Co-Chair
Transportation Planning
Committee

Enclosures

cc: Robert Benfatto, Hudson Yards Hell's Kitchen Alliance
Tony Sclafani, Jacob Javits Center

The intersections with insufficient walk + flash don't walk time are:

- 40th and 11th, crossing on the north side of the intersection
- 38th and 11th, both north and south crossings
- 34th and 11th, crossing both north and south
- 36th and 9th, crossing on the north side of the intersection

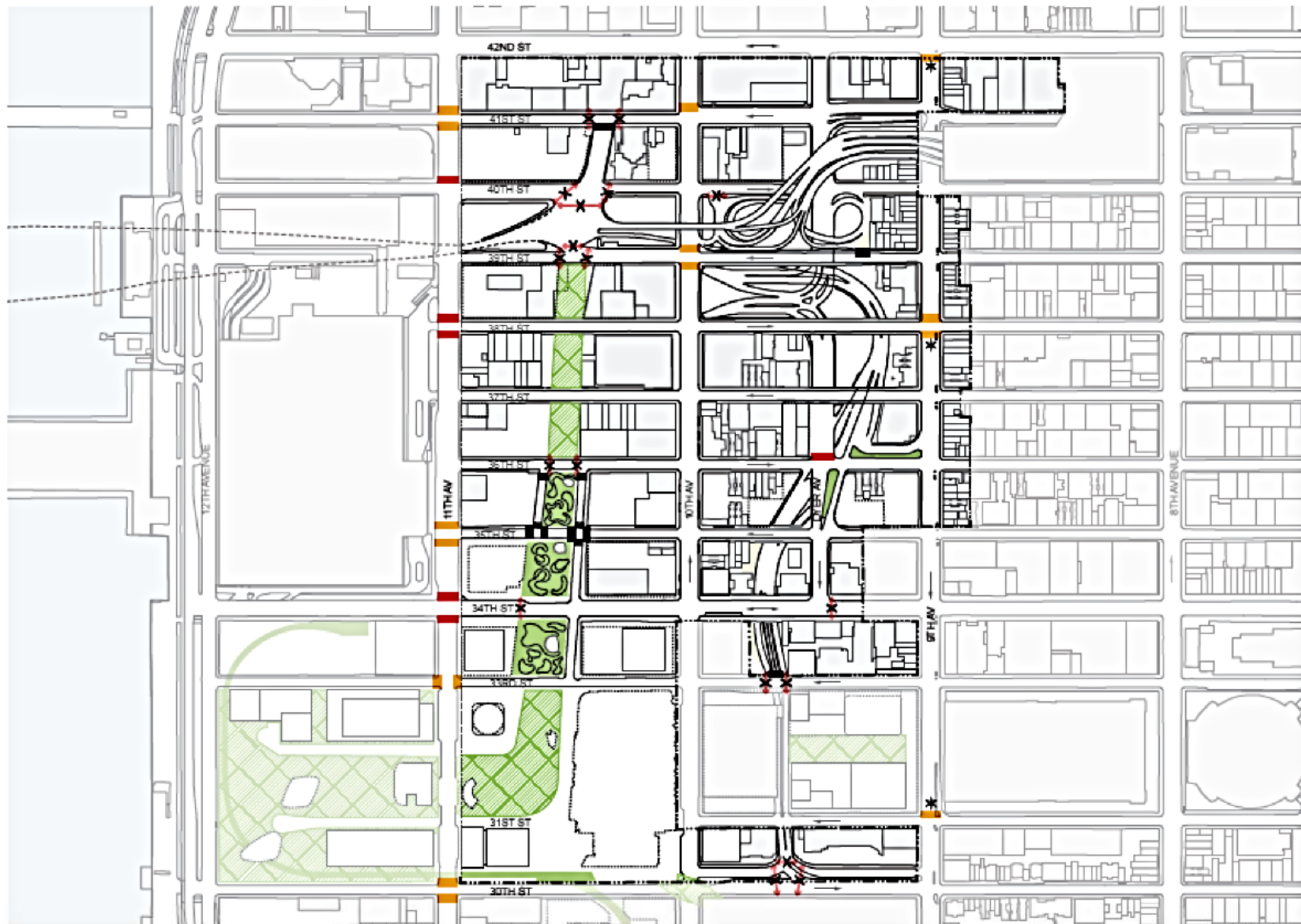
Intersections with insufficient flash don't walk time:

- 41st and 11th, crossing both north and south sides of intersection
- 35th and 11th, crossing both north and south sides of the intersection
- 33rd and 11th, crossing east and west sides of the intersection
- 30th and 11th, crossing north and south sides of the intersection
- 41st and 10th, crossing the north side of the intersection
- 39th and 10th, crossing both north and south sides of the intersection
- 42nd and 9th, crossing on the south side of the intersection
- 38th and 9th, crossing both on the north and south sides of the intersection
- 31st and 9th, crossing on only the north side of the intersection

2.2.10 INSUFFICIENT CROSSING TIME

2.2 TRAFFIC, TRANSIT & PEDESTRIAN SAFETY

2. ANALYSIS AND OPPORTUNITY



INSUFFICIENT WALK
+ FLASH DON'T WALK
TIME

INSUFFICIENT FLASH
DON'T WALK TIME

UNSIGNALIZED
CROSSWALK

NO CROSSING
ALLOWED

ENOUGH CROSSING
TIME IF THE BIKE
PATH IS EXCLUDED

