



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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LOWELL D. KERN
Chair

JESSE R. BODINE
District Manager

October 19, 2020

Ed Pincar
Manhattan Borough Commissioner
59 Maiden Lane, 37th Floor
New York, NY 10038

Re: Dangerous Intersections

By a vote of 42 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible to vote at its October 7th Full Board meeting, Manhattan Community Board 4 (MCB4) reiterates its request from January 2020 for traffic-calming measures to improve the safety of the Ninth Avenue bike lane above West 30th Street. In particular, we ask that the Ninth Avenue bike lane intersection with West 36th Street be immediately converted from a mixing zone to a turn lane with a split-phase signal.

The operator of a restaurant at the southeast corner of Ninth Avenue and West 36th Street, which has a Street Seat, has observed constant near-misses in the mixing zone at this location. Last week a woman cyclist was hospitalized after a driver crashed into her bicycle. On the basis of his and our observations, we are requesting signals to separate cyclists and pedestrians from car traffic. The Hudson Yards Hell's Kitchen Alliance (HYHK) Business Improvement District supports the request.

This request fits in the context of retrofitting mixing zones along Ninth Avenue with safer designs that the DOT has recently adopted, such as split-phase signals. We provide below a link to our January 2020 letter with a list of those intersections that should be prioritized¹.

With the increase in popularity of biking, cargo bike deliveries, food deliveries and a variety of electric devices, the lane is heavily used. It is urgent that the current conditions be corrected.

Ninth Avenue is made even more dangerous by the interim asphalt being laid by DDC for the Water Main project. Unfortunately, this method of operation, which is tolerable for cars and

¹ <https://cbmanhattan.cityofnewyork.us/cb4/wp-content/uploads/sites/10/2020/02/02-TRANS-Letter-to-DOT-re-Dangerous-Intersections.pdf>

SUVs, is putting cyclists and pedestrians at risk of a fall, all the more so since the project lasts as long as five years with no end in sight. These conditions are extremely dangerous above West 45th Street and around West 30th Street.

In addition to the specific request above, we are requesting

- Interim resurfacing of good quality that allows cyclists, people with disabilities and pedestrians to safely use the paths without risk of fall.
- In concert with the final resurfacing, DOT coordination with DDC to retrofit the mixing zones and convert them into turn lanes with split-phase signals, at every left turn intersection.

Thank you in advance.

Sincerely,



Lowell Kern
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Dale Corvino
Co-Chair
Transportation Planning
Committee

cc: Hon. Corey Johnson, Speaker, NYC Council