



Lowell D. Kern
Chair

Jesse Bodine
District Manager

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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April 30, 2021

Andrew L. Cantor
Senior Vice President
The Related Companies, LP
30 Hudson Yards
New York, NY 10001

Re: Pedestrian Fatality in front of 336 West 58th Street

Dear Vice President Cantor,

Manhattan Community Board 4 (MCB4) thanks you for attending our April Transportation Committee meeting to discuss pedestrian safety in front of the 336 West 58th Street garage entrance at the Time Warner Center. As you are aware, Kathie Coblenz, 73—a beloved resident of our district—was struck and killed on April 3rd while walking on the sidewalk in front of this garage entrance.

At its Executive Committee meeting, MCB4 voted¹ in favor of these immediate and long-term recommendations:

- Close the 58th Street entrance while scaffolding is in place, since the scaffolding's bases block pedestrian sight lines in front of the garage entrance and use the 60th Street entrance—which is not under scaffolding—in its stead.
- Keep the 58th Street exit closed until the safety recommendations are implemented.
- Expedite the removal of the scaffolding. We understand that the work requiring this scaffolding is complete, and we will send a separate letter to the Department of Buildings requesting that they speed up the process of approving its removal in the interest of public safety.
- The driveway entrance does not comply with relevant zoning text adopted in 2013 (see attached). Although retroactive compliance was not legally required by the text, current noncompliance can be easily remedied, and would include the installation of a stop sign and a speed bump. It would also limit the width of the driveway to 22' (the current width is approximately 40').

¹ This letter is subject to ratification at Manhattan Community Board 4's May 5th Full Board meeting.

- Apply the 2013 guidelines to the 60th Street entrance as well.
- Consider the installation of motion sensor systems with aural alerts at both entrances so that pedestrians will be warned of the presence of an exiting/entering vehicle.
- Assure that the sidewalk portions of both driveways are fully ADA compliant.

We look forward to Time Warner implementing both the stopgap measures and the long-term remediations outlined in the name of public safety.

Sincerely,



Lowell D. Kern
Chair
Manhattan Community Board 4



Christine Berthet
Co-chair
Transportation Planning Committee



Dale Corvino,
Co-chair
Transportation Planning Committee

Enclosure

CC: Hon. Brad Hoylman, New York State Senate
Hon. Linda Rosenthal, New York State Assembly
Hon. Richard Gottfried, New York State Assembly
Hon. Corey Johnson, New York City Council Speaker
Hon. Gale A. Brewer, Manhattan Borough President
Ed Pincar, Department of Transportation
Lawrence Lipman, Manhattan Parking Group
John Bonelli, Director of Facilities, Related Urban Management, Related Companies

13-26 of the zoning amended in 5/8/2013

"For all **accessory** off-street parking facilities, the following safety features shall be provided at all vehicular exit points:

- (a) a stop sign which shall be clearly visible to drivers. Such signage shall comply with the standards set forth in the Manual of Uniform Traffic Control Devices (MUTCD) issued by the Federal Highway Administration (FHWA) for a conventional single lane road; and
- (b) a speed bump, which shall be located within the exit lane of the parking facility. Such speed bump shall:
 - (1) span the width of the vehicular travel lane;
 - (2) have a minimum height of two inches, as measured from the adjoining grade of the exit lane, and a maximum depth of 12 inches; and
 - (3) **shall be located a minimum of four feet beyond the street line, as measured perpendicular to the street line.**

Width

In addition, the maximum width of a curb cut shall be 22 feet for curb cuts accessing off-street parking spaces **accessory to residences** in R9 or R10 Districts, C1 and C2 Districts mapped within R9 and R10 Districts, and in all other **Commercial Districts** where, as set forth in the tables in Section **34-112** or **35-23**, as applicable, the equivalent **Residence District** is R9 or R10. This maximum curb cut width of 22 feet shall also apply to curb cuts accessing off-street parking spaces **accessory to commercial or community facility uses**, and to curb cuts accessing off-street parking facilities with parking spaces **accessory to a mix of uses**.

ADA design for driveway

https://nacto.org/docs/usdg/designing_sidewalks_trails_access_alexson.pdf

Figure 4-34:

On wide sidewalks, there is enough room to provide a ramp for drivers and retain a level landing for pedestrians.

Wide sidewalks can be designed similar to sidewalks with a setback if the upper portion of the sidewalk is leveled for pedestrians and the bottom portion is sloped for automobiles (Figure 4-34).

