



**Lowell D. Kern**  
Chair

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District Manager

CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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August 16, 2021

Ed Pincar  
Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 37<sup>th</sup> Floor  
New York, NY 10038

**Re: Safety Improvements – 40<sup>th</sup> Street (Hell’s Kitchen) & Eleventh Avenue (Chelsea)**

Dear Borough Commissioner Pincar,

Manhattan Community Board 4 (MCB4) is very pleased to hear of the many safety improvements the Department of Transportation (DOT) is planning for our community around West 40<sup>th</sup> Street in Hell’s Kitchen and Eleventh Avenue in Chelsea. These adjustments are in response to our requests or complaints and will go a long way to make pedestrians and cyclists safer in our district.

In addition to supporting those improvements, we ask that the DOT consider shortening the length of the green phase on West 40<sup>th</sup> Street at Ninth Avenue to reduce the occurrences of gridlock that block the traffic flow on Ninth Avenue and present serious safety issues on the eastern crossing of West 40<sup>th</sup> Street. The Lincoln Tunnel is providing ample reservoir space.

The improvements proposed were voted on during MCB4’s July 28<sup>th</sup> Full Board meeting with 35 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible, and are as follow:

- **West 40<sup>th</sup> Street and Eleventh Avenue:** to reduce congestion on Eleventh Avenue north of West 45<sup>th</sup> Street, DOT will rebalance the throughput between northbound and southbound Lincoln Tunnel accesses. They will remove one traffic lane from the northbound approach and rebalance green signal between the southbound and northbound. They will also install delineators on West 40<sup>th</sup> Street to calm the traffic.
- **West 40<sup>th</sup> Street and Ninth Avenue:** to address dangerous conditions crossing the south side of Ninth Avenue, DOT will create a south turn lane on West 40<sup>th</sup> Street and delineate

two traffic lanes. This is a precursor to installing a protective crossing phase for the south side.

- **West 40<sup>th</sup> Street and Eighth Avenue:** to better protect the north crossing of Eighth Avenue, a new signal timing will provide pedestrians with 27 seconds of fully protected crossing phase instead of currently 10 seconds. There has been a fatality at this intersection.
- **Eleventh Avenue at West 29<sup>th</sup> Street:** to protect cyclists and pedestrians crossing the south side of Eleventh Avenue, DOT will install a fully protected phase signal on West 29<sup>th</sup> Street.
- **Eleventh Avenue between 23<sup>rd</sup> and 24<sup>th</sup> Streets:** DOT will re-stripe the southbound lanes with clearer directions and create a left turn only lane. This is a precursor to installing a protective signal for the west crossing of West 23<sup>rd</sup> Street.

We strongly support all these improvements and appreciate the DOT being responsive to our safety concerns.

Sincerely,



Lowell D. Kern  
Chair  
Manhattan Community Board 4



Christine Berthet  
Co-chair  
Transportation Planning Committee



Dale Corvino  
Co-chair  
Transportation Planning Committee