



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**DELORES RUBIN**  
Chair

**JESSE R. BODINE**  
District Manager

June 16, 2017

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

RE: 11th Avenue Safety improvements

Manhattan Community Board 4 (CB4) supports all of the safety improvements Sam Schwartz Consulting recommended on behalf of Mr. Silverstein. These concern the streets surrounding an as-of-right mixed-use building soon to be erected on 11<sup>th</sup> Avenue between 40<sup>th</sup> and 41<sup>st</sup> Streets, at the entrance of the Lincoln tunnel. We understand the developer will fund these improvements.

Our approval is subject to the developer agreeing to:

- Provide for sufficient loading zones inside the building to service all its tenants including the retail operations. The loading areas should be deep enough and tall enough to completely accommodate the largest trucks inside without queuing at the curb or overflowing on the sidewalk.
- Immediately implement the changes on 11<sup>th</sup> Avenue and 41<sup>st</sup> Street, without waiting for construction to start.
- Seek input of the community for the design and programming of the new public space on the northeastern corner of the building on 41<sup>st</sup> Street.

This area of 11<sup>th</sup> avenue is particularly treacherous to pedestrians, since it is a main entrance to the Lincoln tunnel. Vehicles, including many trucks, arrive from the north and the south and merge at 40<sup>th</sup> Street with more vehicles arriving from the west. 41<sup>st</sup> Street is one way westbound, and vehicles arriving from 11<sup>th</sup> Avenue or from the West side highway, would have to travel on 42<sup>nd</sup> Street to 9<sup>th</sup> avenue make two dangerous turns and travel back on 41<sup>st</sup> street to reach the building entrance. Crossing distances on 11<sup>th</sup> Avenue are very long and in some places there are no crossings for pedestrians. There were 35 crashes at these two intersections in the last 5 years.

The proposed improvements include:

- Making 41<sup>st</sup> street a two way street up to Galvin Avenue (Lincoln tunnel access road), adding raised pedestrian crossings, signals and creating a plaza at the corner of Galvin and 41s Street
- Installing medians with pedestrian islands, high visibility crosswalks and left (east) arrow signals on 11<sup>th</sup> Avenue
- Installing neck downs at 41<sup>st</sup> Street and 11<sup>th</sup> Avenue
- Installing new high visibility crosswalks at 40<sup>th</sup> Street and 11<sup>th</sup> Avenue

These would be integrated with the Barnes Dance<sup>1</sup> Signal to be installed by DOT at 40<sup>th</sup> Street later this year.

We support this installation and hope the changes can be implemented as soon as possible.

Sincerely,



Delores Rubin  
Chair  
Community Board 4



Christine Berthet  
Co-Chair, Transportation  
Planning Committee



Yoni Bokser  
Co-Chair, Transportation  
Planning Committee

cc: Colleen Chattergoon, NYC DOT  
Sam Schwartz Engineering

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<sup>1</sup> Traffic signal with a Barnes Dance provides an all red phase when the pedestrians can cross in every direction without conflict with vehicles.