



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**JEAN-DANIEL NOLAND**

Chair

**ROBERT J. BENFATTO, JR., ESQ.**

District Manager

January 16, 2008

Borough Commissioner Margaret Forgiione  
Department of Transportation  
59 Maiden Lane, 35<sup>th</sup> Floor  
New York, NY 10038

**Re: Subject: Pedestrian safety at 41<sup>st</sup> Street and 9<sup>th</sup> Avenue**

Dear Borough Commissioner Forgiione,

Manhattan Community Board 4 wishes to express its gratitude for the reopening of 41<sup>st</sup> Street. Slowly but surely the flow of cars is growing on this street, alleviating the pedestrian safety problems on 42<sup>nd</sup> Street. However, a recent change in street configuration is making the intersection of 41<sup>st</sup> Street and 9<sup>th</sup> Avenue quite dangerous for pedestrians. Manhattan Community Board 4 requests that the DOT implement pedestrian safety improvements to prevent any further pedestrian fatalities and injuries at that intersection.

A few weeks ago, on 41<sup>st</sup> Street east of 9<sup>th</sup> Avenue, the two moving lanes increased to four and the length of the pedestrian crossing increased proportionally with no similar adjustment in pedestrian signal timing. Illegally parked police trucks obstruct the line of sight between turning vehicles and pedestrians who cross on the south of 9<sup>th</sup> Avenue. The no left turn for buses signage is now across the street and less visible, while the new configuration makes it easier for buses to turn illegally onto Ninth Avenue.

Across the avenue, on the west side, there is no dedicated safe time for pedestrians to cross against a continuous flow of turning trucks, buses and New Jersey bound cars. This pedestrian crossing serves two supermarkets on the north and a senior center and homeless center on the south, and other mixed business residential buildings.

Under the current – and former - configuration, this intersection was the fourth most dangerous on 9th Avenue, more so than 57<sup>th</sup> Street. There were nine pedestrian and bicycle injuries in 2001, on par with 34<sup>th</sup> Street (and two people have been killed).

Manhattan Community Board 4 is requesting emergency interim measures to protect pedestrians at these dangerous locations:

On the east side, install an interim neck down on 41<sup>st</sup> Street, with plastic bollards and striping in alignment with the two lanes on the west side of 9<sup>th</sup> Avenue. This will prevent cars from parking there, and reduce the pedestrian crossing length by 40%.

Install a large “no turn for buses” sign on the new southeast corner of the intersection.

Relocate and stripe the south pedestrian crossing of 9<sup>th</sup> Avenue in alignment with the two “new” south corners of 41<sup>st</sup> street. This will render pedestrians crossing on 9<sup>th</sup> Avenue more visible to turning cars.

On the west side, install a turn arrow red signal to give pedestrians a dedicated phase to cross safely.

We appreciate your continuous support in improving pedestrian safety in Hell’s Kitchen.

Sincerely,



Jean-Daniel Noland  
Chair  
Manhattan Community  
Board No. 4



Jay Marcus  
Co-Chair  
Transportation Planning  
Committee



Christine Berthet  
Co-Chair  
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