



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**DELORES RUBIN**

Chair

**Jesse Bodine**

District Manager

November 10, 2016

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

**Re: Pedestrian Safety at 30<sup>th</sup> Street and 10<sup>th</sup> Avenue**

Dear Acting Commissioner Sanchez,

Manhattan Community Board 4 (MCB4) requests the urgent intervention of the Department of Transportation to make the east side of Tenth Avenue between West 30<sup>th</sup> and West 31<sup>st</sup> and the crossing of Tenth Avenue on the north side of 30<sup>th</sup> Street safe for pedestrians before a tragedy happens. Both the Related company representing all the businesses in the building and the Hudson Yards / Hell's Kitchen Alliance BID have brought the matter to our attention.

Dyer Avenue currently has two ingresses for eastbound and northbound traffic, one off of 30<sup>th</sup> Street between 9<sup>th</sup> and 10<sup>th</sup> Avenue and one off of 10<sup>th</sup> Avenue, just north of 30<sup>th</sup> Street, making the area confusing and dangerous. Because of construction staging, at certain times, the entrance from 10<sup>th</sup> Avenue to Dyer Avenue is closed and northbound traffic is routed to Dyer Avenue via 30<sup>th</sup> Street while at times the entrance from 30<sup>th</sup> Street to Dyer has been closed and eastbound tunnel traffic is routed north onto 10<sup>th</sup> Avenue.

While both of these arrangements present conflicts between pedestrian and vehicle flow, there are significantly more pedestrian conflicts on 10<sup>th</sup> Avenue's east sidewalk and the crossing of Tenth Avenue on the north side of 30<sup>th</sup> Street than on the midblock of West 30<sup>th</sup> Street. MCB4 asks that DOT restores the 30<sup>th</sup> Street entrance to Dyer Avenue permanently.

Currently, a high volume of eastbound traffic coming from 30<sup>th</sup> Street turns north on 10<sup>th</sup> Avenue and then east on Dyer Avenue to reach the Lincoln Tunnel entrance. Pedestrians crossing 10<sup>th</sup> Avenue on the north side of 30<sup>th</sup> Street have the right of way, but the volume and speed of the cars rushing to the tunnel make it very dangerous to cross. Further this intersection is under the High Line and very poorly lit.

This area is undergoing massive construction while a new tower is now occupied by thousand of workers who – at peak hours - have to negotiate unfinished sidewalks and rerouted traffic due to staging areas. A High Line entrance brings thousands of people to the intersection throughout the day. The USPS trucks loading and unloading slow vehicular traffic on 10<sup>th</sup> Avenue just south of this location. This intersection is also receiving West Side Highway and 10<sup>th</sup> Avenue Lincoln Tunnel-bound traffic flows going to Dyer Avenue further east on 30<sup>th</sup> Street.

We recommend the Dyer Avenue ingress off 30<sup>th</sup> Street between 9<sup>th</sup> and 10<sup>th</sup> Avenue be restored and that the materials staged on the median between Dyer Avenue and 30<sup>th</sup> Street be returned to their original location – on Dyer Avenue, close to 10<sup>th</sup> Avenue. This will channel all eastbound traffic to 30<sup>th</sup> Street, which has ample capacity. As a result the Lincoln Tunnel-bound traffic will be able to use the Dyer Avenue access in the middle of the block and the north crossing of 10<sup>th</sup> Avenue will be safer for pedestrians. High visibility markings would help on the north pedestrian crossing, as well as a temporary pedestrian path along the north side of 30<sup>th</sup> Street. A Split LPI signal on 10<sup>th</sup> Avenue would help protect the east crossing of 10<sup>th</sup> Avenue. All new signals at this intersection, and throughout CB4, should be Accessible Pedestrian Signals.

We do not anticipate that this new configuration will reduce the number of bus layover space. Alternatively, a Barnes Dance may be an appropriate solution to this very complex and dangerous intersection.

We appreciate your immediate attention to this matter, as the number of conflicts between vehicles and pedestrians has skyrocketed at this intersection.

We look forward to hearing from DOT on their timeline for implementation.

Sincerely,



Delores Rubin  
Chair



Christine Berthet  
Co-Chair, Transportation  
Planning Committee

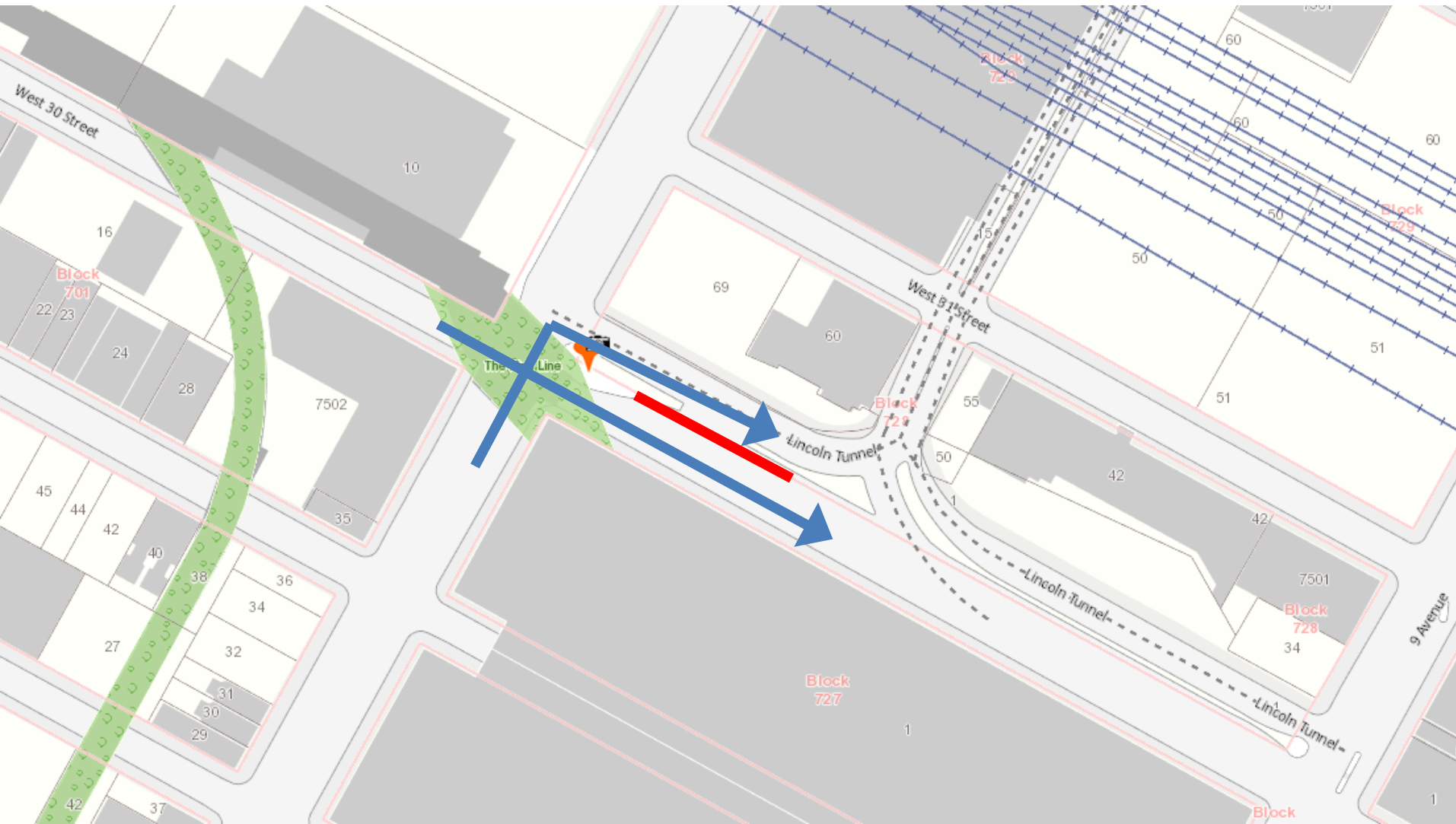


Yoni Bokser  
Co-Chair, Transportation  
Planning Committee

Cc: Hudson Yards/Hell's Kitchen Alliance

## 30<sup>th</sup> Street & 10<sup>th</sup> Avenue - Current Conditions

- Traffic to Lincoln Tunnel must cross 30<sup>th</sup>, then turn right to get to Dyer Ave
- Dangerous pedestrian crossings at the north and east sides of 10<sup>th</sup> Avenue and 30<sup>th</sup> Streets
- Pedestrian traffic has increased with 10 Hudson Yards opening and High Line demand



## 30<sup>th</sup> Street & 10<sup>th</sup> Avenue - Proposed Traffic Pattern

- Traffic to Lincoln Tunnel proceeds on 30<sup>th</sup> Street, then turns left to get to Dyer Ave
- Safer pedestrian crossings at the north and east sides of 10<sup>th</sup> Avenue and 30<sup>th</sup> Streets
- Traffic pattern was previously in place during earlier street utility work
- Provides opportunity for use of hatched area

