



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  
NYC Department of Transportation  
59 Maiden Lane, 37 Floor  
New York, NY 10038

**Re: Traffic Calming measures around Manhattan Plaza**

Dear Acting Borough Commissioner Sanchez,

Manhattan Community Board 4 (MCB4) asks the Department of Transportation to study how to address pedestrian safety issues and dangerous traffic conditions on the streets that surround Manhattan Plaza, between 9<sup>th</sup> and 10<sup>th</sup> Avenues, 42<sup>nd</sup> to 43<sup>rd</sup> Streets, an area that has seen a large increase in pedestrian traffic in recent years.

Manhattan Plaza is a complex providing affordable housing to members of the arts and entertainment community. 47% of the 3,500 residents are over age 62 and 23% between ages 51-61, creating a rising senior population in the next 10 years. There is a pre-school within the building, many people with very young children come and go on this block. There is also a supermarket that attracts customers from all over the neighborhood.

The census shows that 4,000 residents have moved west of 10<sup>th</sup> Avenue along 42<sup>nd</sup> Street since 2000. With very limited transit options, many people use 43<sup>rd</sup> and 42<sup>nd</sup> streets to walk to the subway. Tourists also use the same streets to reach the Circle Line and the Intrepid located on the Hudson River. In addition to the enlargement of P.S. 51 on 44<sup>th</sup> Street, the Beacon School has recently moved to 43<sup>rd</sup> Street between 10<sup>th</sup> and 11<sup>th</sup> Avenues, with 1,800 students using 43<sup>rd</sup> and 44<sup>th</sup> Streets to reach the subway. Finally, the FDNY Station between 10<sup>th</sup> and 11<sup>th</sup> Avenues is one of the most active in the city.

Recently the residents have complained of fast traffic on West 43<sup>rd</sup> Street in front of the buildings, with UPS and FedEx trucks in particular, but all vehicles making up for lost time from congestion in midtown. In addition, right turning vehicles off of 9th Avenue

onto West 43<sup>rd</sup> Street, two lanes turning right on to 10<sup>th</sup> Avenue from 43<sup>rd</sup> Street, right turns onto 10<sup>th</sup> Avenue from West 42<sup>nd</sup> Street, vehicles fail to yield to pedestrians and even violations of the no turn on red. They also noted the difficulty of crossing West 42 Street at Dyer Avenue because of congested traffic at this complex intersection. The proximity of the Lincoln Tunnel aggravates the conditions.

MCB4 requests DOT implement a neighborhood slow zone in this area, from 9<sup>th</sup> Avenue to 11<sup>th</sup> Avenue from 42<sup>nd</sup> Street to 50<sup>th</sup> Street. DOT should study pedestrian safety measures and street design treatments throughout this dense residential area. Specifically surrounding Manhattan Plaza, MCB4 requests that the DOT initiate a study of the problems and consider a speed bump or mid- block (raised) crossing in front of the Manhattan Plaza residential complex at West 43<sup>rd</sup> Street between 9<sup>th</sup> and 10<sup>th</sup> Avenue and split phase LPIs on right turns at West 42<sup>nd</sup> Street and West 43<sup>rd</sup> Street where right turn lanes are already in place onto 10th Avenue.

For enforcement issues, failure to yield to pedestrians and violations of split phase signal on the left turning vehicles at West 43<sup>rd</sup> Street onto 9th Avenue, the community board calls upon the Traffic Task Force of NYPD to summons drivers who break the law.

Sincerely,



Delores Rubin  
Chair



Christine Berthet  
Co-Chair, Transportation  
Planning Committee



Yoni Bokser  
Co-Chair, Transportation  
Planning Committee

Cc: Hon. Corey Johnson, City Council Member  
Deputy Inspector Pilecki, NYPD Traffic