



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

February 25, 2009

Borough Commissioner Margaret Forgione
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Christopher Ward
CEO Port Authority of New York and New Jersey
225 Park Avenue South
New York, NY 10003

Re: Traffic flow on 42nd Street between Dyer Avenue and Tenth Avenue

Dear Ms. Forgione and Mr. Ward:

Manhattan Community Board 4 (CB4) recommends a change in parking regulation on the north side of 42nd Street between Dyer Avenue and Tenth Avenue and the installation of alternate route signs for westbound and northbound Lincoln tunnel traffic traveling north on Dyer Avenue.

Traffic congestion at the intersection of Dyer Avenue and West 42nd Street often causes continuous gridlock due to heavy traffic exiting the Lincoln Tunnel onto a two lanes street with one of them a turning lane. This difficult intersection is in the heart of a residential and small business neighborhood, a school, a playground less than 50' feet away at Manhattan Plaza, Theatre Row and enormous plans for future residential and commercial development. A supermarket is located on the north side of the street with long-haul trucks staged for deliveries and a large parking garage entrance is at the north side of the street.

In order to improve the flow of cars, we recommend that a "no stopping" parking regulation be installed on the north side of 42nd Street, from Tenth Avenue to 150 feet east from the northwest corner of 42nd Street and Tenth Avenue where the current commercial parking zone would start. This will provide a reservoir for a turning lane onto Tenth Avenue, while freeing the two moving lanes for vehicles traveling west..

CB4 also recommends that the sign at 41st Street and Dyer Avenue be modified to include "Alternate Route- Tenth Avenue northbound and Highway 9A". Currently, the signage at the intersection of West 42nd Street and Dyer Avenue directs westbound traffic to "Highway 9A and the "Javits Convention Center." A sign at 41st Street and Dyer Avenue directs the westbound traffic to the " Javits Convention Center" only.

Forty-first Street is a five lane wide street at that location with two right lanes dedicated to local traffic. Those two lanes have spare capacity at all times during the day. Balancing the traffic

between a two-lane wide 42nd Street and two local lanes of the 41st Street would alleviate congestion on the westbound lanes of 42nd Street between Dyer Avenue and Tenth Avenue.

Community Board 4 looks forward to any other steps proposed to resolve this congestion.

Sincerely,



Jean-Daniel Noland
Chair
Manhattan
Community Board 4



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Co-Chair
Transportation Planning
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