



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**JOHN WEIS**  
Chair

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

September 9, 2009

Chris Ward  
Executive Director  
Port Authority of NY & NJ  
1 Madison Avenue  
New York, N.Y. 10010

Dear Mr. Ward :

Manhattan Community Board 4 (CB4) opposes the proposed resurfacing and reconstruction on Dyer Avenue between West 34<sup>th</sup> Street and West 36<sup>th</sup> Street as currently proposed. The current proposal does not include necessary changes to the design of the sidewalk and Mid-avenue Island and does not include creating ADA compliant sidewalk ramps. In addition, the proposed installation would cause the traffic to be rerouted for an ill-defined duration and include noisy paving work from 9 p.m. to 5 a.m. for up to four nights, which is overly disruptive to this residential area. The optimized pedestrian connectivity and safety are of utmost importance to CB4. The Board recommends that the Port Authority work together with the Department of Transportation and devise a proposal that more appropriately meets the needs of this increasingly residential and pedestrian-heavy area.

The Port Authority proposes to resurface Dyer Avenue between West 34<sup>th</sup> and West 36<sup>th</sup> Street, and replace the mid-block island between West 34<sup>th</sup> and West 35<sup>th</sup> Street. While we agree with the need to resurface the roadway, the scope does not include work to bring adjacent sidewalks in compliance with ADA, nor does it address critical pedestrian safety improvements that are sorely needed. Specifically CB4 recommends:

- ADA compliant ramps (both for crossing North and South and East and West) be installed on the northeast corner of West 34<sup>th</sup> and Dyer Avenue;
- Existing ramps at the other intersections at Dyer and 34<sup>th</sup>, 35<sup>th</sup> and 36<sup>th</sup> be brought up to ADA standards (the existing ramps are steeper than current ADA guidelines);
- Converting the wide radius turn at the Northeast corner of West 35<sup>th</sup> and Dyer Avenue to a narrow radius turn to encourage drivers to respect New York City rule of "No right turn at a Red signal". The existing sidewalk is narrowed and curved for the convenience of automobiles turning North on Dyer from West 35<sup>th</sup> Street. 35<sup>th</sup> Street is a vital pedestrian route that will see increasing volumes of

visitors to the Javits Center, a subway entrance on 8<sup>th</sup> Avenue and continued residential growth, such as the 13,000-unit Rockrose development on 10<sup>th</sup> Avenue. Compounded by anticipated development from the Hudson Yards rezoning, pedestrian need requires this corner be made less of a radius turn and instead more of a standard city street corner;

- Creating a street level “pedestrian refuge” area in the island both north and south of West 35<sup>th</sup> Street on Dyer Avenue. This will allow for safe crossing in two stages as the signal timing is insufficient for many residents to permit crossing of the very wide avenue all at once. It will help accommodate the pedestrian traffic of residents crossing the avenue;
- That the Port Authority provides a concrete construction schedule for the length of the project and Dyer Avenue closure schedule. As presented, work would take place during up to four shifts between 9 p.m. and 5 a.m. (and an additional six to eight weekend days). CB4 feels this work could be accomplished by either doubling the number of shift workers and thus reducing the number of evening disruptions or increasing the number of evenings, but have the shifts start at 8 p.m. and end at midnight. The work will also close portions of Dyer Avenue for several days. CB4, therefore, recommends that the Port Authority have appropriate signage on both West 34<sup>th</sup> Street and along Dyer Avenue and increased traffic enforcement agents on Dyer between West 34<sup>th</sup> and 40<sup>th</sup> Street.

CB4 looks forward to working with the Port Authority to devise a more appropriate design for this project that will serve both the vehicular and pedestrian needs on Dyer Avenue between West 34<sup>th</sup> and West 36<sup>th</sup> Streets.

Sincerely,



John D. Weis  
Chair  
Manhattan  
Community Board 4



Christine Berthet  
Co-Chair  
Transportation Planning  
Committee



Jay Marcus  
Co-Chair  
Transportation Planning  
Committee

cc: Bill Young, NYNJPA  
NYS Senator Thomas Duane  
NYS Assemblyman Richard Gottfried  
Congressman Jerrald Nadler  
NYC Council Speaker Christine Quinn  
Clinton Housing Development Company  
Hell’s Kitchen Neighborhood Association