



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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BURT LAZARIN
Chair

JESSE R. BODINE
District Manager

July 29, 2019

Ed Pincar
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10037

Re: 42nd Street Transit Improvements

Dear Mr. Pincar,

Thank you for the presentation of proposed surface transit improvements to the length of 42nd Street. We are generally supportive of the scheme as proposed, but have serious concerns for the blocks between Dyer and Eighth Avenues and further recommendations for our district.

At its July 24th Full Board meeting, Manhattan Community Board 4 (MCB4) voted by 35 in favor, 0 against, 0 abstaining and 0 present but not eligible to vote, to support the proposed reduction in the number of lanes from six to five, with two dedicated bus lanes, delineated in red paint, one floating and one curbside. We support the “buses only at all hours” designation of the floating bus lane, and the 7 AM - 7 PM enforcement of the curbside bus lane. We strongly endorse the concept of physical separation where possible, and a full split phase signal at West 42nd Street and Eighth Avenue (eastbound).

However, the proposed design for the blocks from Dyer to Eighth Avenue remains very problematic and risks slowing down the whole route river to river. We are opposed to the design of the eastbound lanes from Dyer to Ninth Avenue, which do not include an eastbound bus lane. This block requires one moving lane, one offset bus lane, and a southbound turning lane since there is heavy right turn movement at Ninth Avenue. You will find that this suggestion is consistent with a comparable SBS installation along West 34th Street at Dyer Avenue. Enhanced signage on Dyer Avenue could help divert some incoming tunnel traffic to West 40th and West 41st Streets.

We are also opposed to the design of the block between Eighth and Ninth Avenues, because the MTA bus operation will be impaired by various bus operations at the curb. On this block, both eastbound and westbound bus lanes should be offset.

We also recommend:

- Relocating the tour bus stop from an MTA bus stop on the South East corner of Ninth Avenue at West 42nd Street
- Relocate the airport buses from the south curb to an underutilized bay (between West 41st to West 42nd Streets) under the Port Authority Bus Terminal or onto West 41st Street between Eighth and Ninth Avenues
- Including a prohibition on left turns on Eighth Avenue eastbound and additional signage on Dyer Avenue to redirect Lincoln Tunnel traffic to use West 40th Street.

Additional recommendations for our district:

- A split-phase northbound left turn signal at Tenth Avenue with a red arrow and trailing green arrow to improve pedestrian safety.
- A split-phase southbound right turn signal at Eleventh Avenue, to mitigate the turning movement onto the divided portion of Eleventh Avenue.
- Ask NYSDOT to direct Lincoln Tunnel bound traffic to 44th Street, to alleviate conflicts and congestion at Eleventh Avenue and West 42nd streets.
- Split-phase turn signals at 42nd Street onto Ninth Avenue, with red arrow for the right hand turn eastbound and no westbound traffic permitted during the turn phase.
- Bus boarders at all bus stops and level boarding at 42nd Street, for increased accessibility.
- Implementation of armadillos for busway separation, rather than plastic bollards.
- Camera enforcement on bus lanes.

We request that the DOT returns to MCB4 with a revised plan, which considers these recommendations for the portion of the bus route located in our district.

Sincerely,



Burt Lazarin
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning Committee



Dale Corvino
Co-Chair
Transportation Planning Committee