



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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March 8, 2012

Margaret Forgione
Manhattan Borough Commissioner
New York City Department of Transportation
55 Water Street, 9th Floor
New York, New York 10041

Re: 34th Street SBS project - Project Analysis Report

Dear Commissioner Forgione:

Manhattan Community Board (CB4) has reviewed the recently published **34th Street Select Bus Service Project (SBS) Analysis Report**. We are pleased that the report followed the CEQR Technical Manual format, including discussion of alternatives the proposed project. We are also pleased that the study included (block by block) parking and loading/unloading impacts of the proposed SBS and that many of the recommendations of CB4 were included.

However, the study reveals a serious parking/loading issue on the North Side of W. 34th Street from Ninth to Tenth Avenue and we are very concerned that the study did not analyze or include our recommended alternative of:

- A) Closing the Northbound West 34th Street entrance onto Dyer Avenue;
- B) Moving the bus stop from just west of Dyer Avenue to just east of Dyer Avenue and (thus resulting in);
- C) Increasing the number of permitted parking spots on the North side of West 34th Street between Ninth Avenue and Tenth Avenue from the current projected 7 to approximately 17;

We request that the study be amended to provide a reasonable amount of loading space on the north side of 34th Street between Dyer and Tenth Avenues, no right turns on northbound Dyer Avenue and a bus stop between Ninth and Dyer Avenues.

We also request that the north side and south side of West 34th Street parking regulations be changed to permit three hour metered loading at all times, and 10 a.m. to 3 .p.m loading in portions of the Tenth Avenue turn lane.

Between Dyer and Tenth Avenues, on the north side of W. 34th Street on a 420 foot long block, the configuration studied ¹provides only three parking/loading spaces to service two very large apartment buildings and a restaurant at 433 and 455 West 34th Street. By contrast, this block has currently about 25 spaces of parking /loading allowed overnight from 7 p.m. to 7 a.m. and full time on Saturday and Sunday.

The reduction is due to both a bus stop and a turning lane being proposed on this portion of the block.

This amount of loading space is entirely inadequate for two large buildings with hundreds of apartments and a restaurant. As a result delivery trucks will double park in the bus lane, thus defeating the purpose of the project.

Between Ninth and Dyer Avenues, on the north side of W. 34th Street, the configuration studied provides for a turning lane into northbound Dyer Avenue to enter the Lincoln Tunnel, where CB4 had requested that the study incorporate barring that turn.

The Port Authority often closes this entrance with cones and the DOT did a simulation of such configuration as part of the Hell's Kitchen Traffic Study. There is ample evidence that closing this access works well at both peak and normal hours. The residents of 34th street have observed a better traffic flow and much less honking when this entrance is closed.

The benefits of barring the northbound right turn at Dyer Avenue are multiple: this provides an opportunity to create ten additional loading/parking spaces on the block between Dyer and Tenth Avenues, by relocating the bus stop to this block from just West of Dyer Avenue to just east of Ninth Avenue (instead of the proposed turning lane on to Dyer Avenue). It also will insure a better quality of life for the surrounding residents, it will save NYPD sources by removing the need for agent, and it will eliminate the risk of a blocked bus lane. The Port Authority is on record for supporting the closing this entrance, provided it can be reopened in case of emergency.

Eliminating the turning lane onto Dyer Avenue will also reduce the traffic on the block and permit metered loading at all times

We should mention that among the proposed changes in the report that we support are changing the bus lanes west of Ninth Avenue to an “off-set” bus lane (adjacent to a parking lane, rather than the curb, except for bus stops) on both the North and South Side of West 34th Street. It also includes 17 parking/loading spaces for the South Side of West 34th Street.

¹ Table 1 – No build and Build Loading/Parking spaces, 34th Street SBS Project Analysis Report,

We appreciate your willingness to listen to the community and request that you amend your study to take in account appropriate loading spaces for large residential buildings at this location and barring the right turn in northbound Dyer Avenue.

Sincerely,



Corey
Johnson
Chair



Christine Berthet
Co-Chair
Transportation Planning
Committee



Jay Marcus
Co-Chair
Transportation Planning
Committee

cc: NYC Council Speaker Christine Quinn
Manhattan Borough President Scott Stringer
Congressman Jerrold Nadler
NYS Senator Thomas Duane
NYS Senator Liz Kruger
NYS Assemblyman Richard Gottfried
NYS Assemblywoman Linda Rosenthal
NYC Council Member Gale Brewer
NYC Council Member James Vacca
Veronica Bailey Simmons – DOT