



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**COREY JOHNSON**  
Chair

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

April 4, 2012

Ms. Margaret Forgione  
Manhattan Borough Commissioner  
New York City Department of Transportation  
55 Water Street, 9<sup>th</sup> Floor  
New York, New York 10041

**Re: 34<sup>th</sup> Street Transitway**

Dear Commissioner Forgione:

Manhattan Community Board 4 (CB4) attended the Community Advisory committee of the 34<sup>th</sup> Street Transitway; to review proposed parking regulations for the various curbs in our district. The community favors a “no parking anytime” regulation, which will allow both residential and commercial pick up and deliveries at curbside. CB4 is pleased that a solution to the shortage of loading space, west of Dyer Avenue is in sight, but remains very concerned about the Lincoln Tunnel traffic and the Bolt Bus Sidewalk terminal location.

In order to create an adequate number of loading spaces for the north side of W. 34<sup>th</sup> Street between Dyer Avenue and Tenth Avenue CB4 supports the consolidation of two proposed bus stops (west of Dyer Avenue and east of Ninth Avenue) into a single one just west of Ninth Avenue (we had previously asked for the bus stop to be relocated just to the east of Dyer based on the assumption that the turn lane would be removed). The current proposal is for four-five permanent loading spaces, plus an equivalent amount during off-peak hours, which is insufficient for the amount of residences and businesses located on this curb.

In addition to creating ten additional permanent loading spaces for the large buildings and businesses on the north of W. 34<sup>th</sup> street, such configuration will reestablish the regular spacing of bus stops and will reduce the crossing length of 34<sup>th</sup> Street at this busy intersection.

The GHI/Emblem Health building has loading docks on W. 35<sup>th</sup> Street, and the management has confirmed they are removing the unused curb cuts at the northwest corner of 9<sup>th</sup> avenue and 34<sup>th</sup> Street. Loading space and a turning lane will be maintained west of the proposed Bus Stop.

CB4 and the community will pursue the issue of a temporary closing of the westbound turn into northbound Dyer Avenue with the Port Authority and the Hell's kitchen study team. This will provide additional loading space east of Dyer Avenue. Further our experience shows the queuing to be so heavy that the traffic agent prevents the turn most of the time.

CB4 request the relocation of the long distance Bolt Bus Sidewalk Terminal currently adjacent to the Bus stop at the northwest corner of W. 34<sup>th</sup> Street at Eighth Avenue because it is not consistent with the proposed bus lane. With the addition of a bulb out adjacent to the bus lanes, the two long distance loading spots that are constantly occupied by departing buses would have to be located either in the bus lane, or in front of the Manhattan Center Music Hall. This configuration is not viable from transportation or a loading standpoint.

We appreciate the extensive community outreach on the part of both the Department of Transportation and the Metropolitan Transportation.

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