



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**CHRISTINE BERTHET**  
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District Manager

April 29, 2015

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

**Re: Dyer Avenue Contra Lane Change**

Dear Borough Commissioner Forgione:

Manhattan Community Board 4 (CB4) is pleased with the recommendations the New York City Department of Transportation (DOT) has made for traffic improvements in Manhattan Community District 4 (MCD4). At the April 15, 2015 meeting of the CB4 Transportation Committee the DOT presented several traffic improvements slated for imminent installation in our community including the implementation of a Dyer Avenue Contra Lane, CB4 supports this proposal, and has additional recommendations to make it more effective. Due to DOT's projected project line the Executive Committee approved this letter and is subject to ratification by the Full Board on May 6<sup>th</sup>, 2015.

CB4 has long supported the proposal to implement a southbound contra lane on Dyer Avenue, from 42nd street to the entrance of the Lincoln Tunnel during peak traffic hours, 4pm to 7pm. The Port Authority police will install cones every day at 4 pm to create a southbound lane on Dyer Avenue (three northbound lanes will remain) between 41<sup>st</sup> and 42<sup>nd</sup> Streets. This lane will connect with a pre-existing contra lane south of 41<sup>st</sup> Street. The Port Authority personnel will also flip DOT traffic guidance signs to indicate Lincoln Tunnel access for buses during 4pm to 7pm and no access all other times.

The Dyer Avenue contra lane will greatly improve traffic and safety conditions and safety on 42nd street and on 9th Avenue by diverting buses to Dyer Avenue to access the Lincoln Tunnel. The DOT estimates that 150 busses travel to New Jersey via the Lincoln Tunnel from 4pm to 7pm every weekday, most originating from West 42nd street. Currently these busses turn southbound on 9th avenue and then westbound on West 41 street, and southbound again on Dyer Avenue before finally reaching the Lincoln Tunnel access. This zig- zag approach causes increased congestion on the 9th Avenue corridors and increases pedestrian risks at two intersections. The Dyer Avenue contra lane will provide buses with a direct route to Lincoln Tunnel, with only one turn at 42nd street and Dyer Avenue.

CB4 makes the following recommendations for the implementation of the Dyer Avenue contra lane:

- Along with the installation of flip signs, 2 traffic agents instead of only one, should be stationed at Dyer Avenue and 42nd Street to facilitate the change in traffic pattern, especially during the initial few weeks.
- Traffic agents already stationed at 42nd Street and 9th Avenue should be trained to systematically direct all turning buses to Dyer Avenue and 42nd street for Lincoln Tunnel access.
- Simultaneously or soon thereafter we urge the DOT to modify the signal and install a red arrow for the southbound turning movement at westbound 42nd Street and 9th Avenue to prevent trucks or other vehicles to rush while making a left turn during the green through phase. This remains a major pedestrian threat at that intersection during the balance of the day (21 non peak hours). This change had been contemplated earlier in the study and postponed pending the installation of the contra lane, which will significantly reduce the volume of turning vehicles.
- DOT should notify all GPS based navigation systems of these changes.

CB4 is grateful to the DOT for their responsiveness to our concerns about the safety of our streets, and we look forward to the implementation of these proposals with our recommendations. Thank you for your partnership with CB4 in implementing these traffic improvements.

Sincerely,



Christine Berthet  
Chair



Jay Marcus  
Co-Chair, Transportation  
Planning Committee



Ernest Modarelli  
Co-Chair, Transportation  
Planning Committee