



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.nyc.gov/mcb4

JOHN WEIS
Chair

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

February 16, 2010

Senator Chuck Schumer
757 Third Avenue
Suite 17-02
New York, New York 10017

Congressman Jerrold Nadler
201 Varick Street
Suite 669
New York, New York 10014

RE: Potential Projects to be Funded Through the Upcoming Jobs Creation Legislation

Dear Senator Schumer and Congressman Nadler:

Manhattan Community Board 4 (CB4) requests your assistance support in obtaining funds in the upcoming Jobs Creation Legislation for the following four projects. Each one has been studied and designed, will create jobs and will either contribute to the economic expansion of the Tri State area, New York City and our community, or contribute to the safety of our residents and visitors.

Community District 4 is a major transportation hub for the region, with 30% of its space dedicated to transportation facilities. For many years now, the growing residential population has suffered from the effects of such infrastructure: we are also experiencing the third highest-level of asthma hospitalization in Manhattan¹.

1. **10th Avenue skeleton station on #7 line extension.** The 2005 Hudson Yards rezoning included the extension of the # 7 line with two stations. The first one was planned at 33rd Street to serve the new multi-use facility and the expanded convention center. Another station was planned at 41st Street and 10th Avenue to serve the large-scale residential developments that have sprung up along 42nd

¹ New York City Department of Health - 2006

Street, west of 9th Avenue and along 10th Avenue. In light of escalating construction costs, the city cancelled the 41st street station, not even keeping a skeleton. Due to the lack of transportation infrastructure, the residential developments on 42nd Street that are completed operate private shuttle services that further clog streets already overwhelmed with traffic.

2. **Second Bus/HOV lane in the Lincoln Tunnel.** The Port Authority of New York and New Jersey has been studying this option for a while. We are asking that its implementation be accelerated to improve the tunnel efficacy in terms of passenger and tons transported and reduce the amount of single occupancy vehicles queued on our streets. The tunnel is currently saturated in terms of vehicles and the excess congestion overflows on our streets on a daily basis.
3. **15th Street Reconstruction from Sixth to Twelfth Avenue.** The DOT is planning to reconstruct this street in its current capital plan. This street has seen repeated gas main breaks, water main breaks and Con Edison is constantly opening the street and repairing the infrastructure under it. At the same time, trucks use this route more often, putting additional wear and tear to the unstable surface. There are number of schools and churches on that street in addition to residences. Reconstructing this street would address once for all, this hopeless patchwork of deficient infrastructure, ease the traffic and restore safety for its residents
4. **Pedestrian Safety: Install four neck downs each at 10 intersections between 31st street and 57th Street on 9th Avenue.** Such improvements are pre designed and well understood and no studies are necessary. There were 500 pedestrian injuries on 9th Avenue² over a 10-year span and five fatalities in 2007 alone.

CB4 appreciates your continuous support in improving our regional transportation infrastructure while bringing much needed traffic relief to our community.

Sincerely,



John Weis
Chair
Manhattan Community Board No. 4



Christine Berthet



Jay Marcus

² New York City DOT – FOILed information - 2003.

Co-Chair
Transportation Planning Committee

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Transportation Planning Committee

CC:
DOT
MTA
HYDC
PA
Local elected officials