



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**JOHN WEIS**  
Chair

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

February 4, 2010

Christopher O. Ward  
Executive Director  
The Port Authority of New York and New Jersey  
225 Park Avenue South  
New York, NY 10003

**Re: Closure of Northbound Dyer Avenue**

Dear Mr. Ward:

Manhattan Community Board 4 (CB4) requests that the temporary closure of the northbound single-lane access to the Lincoln Tunnel at Dyer Avenue between West 34<sup>th</sup> and West 35<sup>th</sup> Streets be made permanent.

In October 2009, the Port Authority of New York and New Jersey (PA) resurfaced Dyer Avenue between West 34<sup>th</sup> and West 36<sup>th</sup> Streets. The northbound turn from West 34<sup>th</sup> Street onto Dyer Avenue was prohibited for the six weeks duration of the work.

The PA reported to the New York City Department of Transportation (DOT) and the community that this closure had significantly improved the operation of the Lincoln tunnel's centre tube. The closure eliminated a merging traffic point, a major cause of delays. It also reduced the traffic volume into the centre tube, freeing up capacity for the traffic entering the tunnel at West 30<sup>th</sup> Street in Chelsea. Therefore, PA kept this entrance closed at peak hours during the week, for the duration of the holiday peak traffic and continues to do so presently.

The residents of the large residential buildings located around that entrance have reported a dramatic improvement in traffic, reduction in noise and improvement in their quality of life.

Upon the completion of the roadwork, PA installed permanent markings that reduced the northbound capacity of this segment from two lanes to a single lane.

A permanent closure of what is now a single lane entrance would extend these proven benefits to seven days a week, as well as free up the agent who is directing the traffic every weekday at this intersection. Such closure will also ease traffic volume on West 34<sup>th</sup> Street, facilitating the operation of the 34<sup>th</sup> Street Bus Rapid Transit, which will reduce the number of traveling lanes for single occupancy cars. Finally the 6,000 sqft unused part of the street could be converted to a park, a much-needed green space to serve all residents of 34<sup>th</sup> and 35<sup>th</sup> Streets.



John Weis  
Chair  
Manhattan Community Board No. 4



Christine Berthet  
Co-Chair  
Transportation Planning Committee



Jay Marcus  
Co-Chair  
Transportation Planning Committee

CC Bill Young, PANYNJ  
Joseph Barr, Bruce Shaller, DOT  
NYS Senator Tom Duane