

Keep NYC Free

www.keepnycfree.com

Wednesday, July 20, 2011

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Glad

Keep NYC Free welcomes City Hall's adoption of a our proposal to improve traffic in midtown from Second to Sixth Avenues between 42nd and 57th Streets. Announced Monday and discussed in several news reports yesterday, the "Midtown in Motion" system embraces another proposal detailed in Keep NYC Free's October 2007 [Alternative Approaches to Traffic Congestion Mitigation in the Manhattan Central Business District](#) (See pages 23-24).

The new approach leave us wordless (well, sort of) so we opted for an instrumental – by Traffic (of course) – to title this commentary.

In that report, Keep NYC proposed: “Modernizing traffic signals in the Manhattan CBD, to enable NYCDOT to manage the flow of traffic more effectively through “real-time” adjustments in signal timing.”

Always ahead of its time, Keep NYC then noted, “Active management of traffic signal timing is an essential tool for managing congestion. The severity of congestion can vary greatly from place to place (and from street to street) within the CBD, and from hour to hour within the day. By adjusting signal timing, traffic managers can, for example, slow the movement of vehicles into a congested area, and speed the flow of traffic out of the area.”

At the same time, people who look at the initiative must remain mindful of the glut of construction that continues around midtown.

Much results from the Second Avenue Subway and the LIRR East Side Access that impacts streets off Madison and Park Avenues.

In addition to this public and private construction projects, the city still needs to deal with unabated [parking](#) of official and permit vehicles not just in metered and commercial spaces but in No Parking and No Standing lanes.

Further, Keep NYC reminds all about the [lack](#) of any Environment Impact Statement and compliance with City Charter review [requirement](#) for partial and [complete](#) street closings as a result of the installation of various [plazas](#), [bike lanes](#) and even the dedicated bus lanes (the latter which Keep NYC generally supports).

These understudied installations and continued unbridled parking by official and permit vehicles really risk mitigating expected benefit that we want to look forward to from the new control scheme.

Perhaps, more [recommendations](#) offered by Keep NYC merit more of a look and adoption.

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See the various news articles

Daily News: [Midtown gridlock relief may come from wireless technology push](#)

NY Post: [City gets street smart](#)

Wall Street Journal: [Sensors to Drive Midtown Traffic](#)