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COMMUNITY BOARD NO. 2, MANHATTAN

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October 26, 2020

Sarah E. Feinberg
Interim President of the NYC Transit Authority
MTA New York City Transit
2 Broadway
New York, NY 10004

Ed Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane
New York, NY 10038

Dear Interim President Feinberg and Commissioner Pincar:

At its Full Board meeting October 22, Community Board #2, adopted the following resolution:

Resolution in response to request to remove the temporary bus stop in front of 250 Hudson St.

Whereas the M20 bus stop at 304 Hudson St. btw. Spring and Van Dam Sts. was removed on July 14, 2020, because the sidewalk there was being closed for construction of the Disney Building on the adjacent site, estimated to take approximately 3 years. The bus stop has been relocated temporarily in front of 250 Hudson St. just north of Broome St., although, according to MTA NYC Transit (NYCT) and the NYC Dept. of Transportation (DOT), there never has been a bus stop there before; and

Whereas Jack Resnick & Sons, the owner of 250 Hudson St., has requested that the temporary bus stop be removed, and both NYCT and DOT agree that this just north of Broome St. location is rarely used and difficult for the bus to access because of Holland Tunnel traffic there blocking its way; and

Whereas Resnick engaged Sam Schwartz Engineering to study the use and impacts of this temporary bus stop and possible alternative, more suitable locations; and

Whereas the Sam Schwartz Company made the following findings:

- The eastern lanes of Hudson St. on the stretch from Spring to Broome and Watts Sts. passing 250 Hudson St. (as well as on the streets south of Canal St.) are taken up by Holland Tunnel traffic, while buses travel on Hudson 2 lanes over to the west, making it difficult for the M20 bus to cut in and across to the curbside lane and bus stop to the east (at 250 Hudson) and then double back to a western lane, a time-consuming and potentially hazardous action.
- Observations show that a maximum of 8 people daily board the new temporary stop, and only one in 7 buses typically picks up customers.
- Recognizing this lack of rider demand, bus drivers often expect to bypass the temporary stop by 250 Hudson and pick up people at the Charlton St. stop, just a few blocks further north, but sometimes find a customer waiting at the temporary stop last minute and are unable to pull over to the curb to pick the customer up in a timely manner. Instead the bus stops in the middle of the street, where the customer has to board, a dangerous situation for both the customer and the bus.; and

Whereas a Traffic and Transportation Committee member travels this route daily and notes that vehicles are merged into the center right lane northbound past Canal with usually very light traffic which does not appear to hinder a bus's efforts to stop at the temporary bus stop in front of 250 Hudson. Nevertheless, the reasons to suspend the bus stop because of inactivity outweigh the reasons for maintaining it; and

Whereas an M20 bus stop already exists on Hudson just south of Charlton St., which is closer to the temporarily discontinued Spring St. stop than is the temporary north of Broome St. stop at 250 Hudson St. Thus, the walk to just south of Charlton for some former Spring St. stop customers is shorter than to the temporary stop; the south of Charlton stop is also a shorter walk than north of Broome to transfer to the crosstown M21 bus; and

Whereas the south of Charlton stop on Hudson is well within the required 1/4 mile distance for customer access to local buses and in many cases is even a much shorter distance for access, thus as both NYCT and DOT recognize, the south of Charlton location would be a sufficient alternative for users of the temporarily closed Spring St. stop; and

Whereas it was revealed that most tenants of 250 Hudson St., which is a commercial building, use taxis, Ubers and black cars to commute and travel around the city, while the subway stops at Spring St. and 6th Ave. and Canal and Varick Sts. serve those coming to work by subway. The No Parking 8am-6pm regulations allow the taxis and FHV's to access the curb for users most of the time, however, double parking is frequent, which is hazardous and causes congestion;

Therefore be it resolved that Community Board 2 Manhattan (CB2) has no objection to removing the temporary bus stop for the M20 in front of 250 Hudson St. just north of Broome St. and using the already existing M20 bus stop on Hudson St. just south of Charlton St. as a temporary alternative for the stop at 304 Hudson St. btw. Spring and Van Dam Sts. while construction of the Disney campus goes on at that site; and

Be it further resolved that CB2 urges DOT and NYCT to restore the permanent M20 bus stop at 304 Hudson St. btw. Spring and Van Dam Sts. immediately following completion of the Disney construction; and

Be it finally resolved that CB2 also urges DOT to consider establishing a loading zone for dropoffs and pickups in front of 250 Hudson St. btw. Dominick and Broome Sts. to accommodate the heavy curbside taxi and FHV activity.

Vote: Unanimous, with 43 Board Members in favor

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Carter Booth, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

CB/EM

c: Hon. Jerrold Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah J. Glick, NY Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Speaker, NYC City Council

Philip Speidel, MTA NYC Transit
Tajinder (TJ) Jassal, Director, Bus Stop Management, NYC DOT
Harris Schectman, Sam Schwartz Engineering
Adam Rappaport, Jack Resnick & Sons