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February 22, 2018

Luis Sanchez
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10037

Re: Application for a Bus Stop at 42nd Street (8/9) – Frank Martz Coach Company

Dear Borough Commissioner Sanchez,

At our January 17th Transportation Planning Committee meeting, the Frank Martz Coach Company and “Our Bus,” a broker of transportation services, requested to locate a Drop-Off Only stop outside 330 West 42nd Street, on the south side of the street, abutting west of the pedestrian crossing. There would be five drop-offs per day consisting of 50 people each, all in the morning. Currently, the Frank Martz Coach Company uses five gates in the Port Authority. We ask DOT not to proceed with this option without first meeting with Manhattan Community Board 4 (MCB4). At its February 7th Full Board Meeting, MCB4 voted in opposition of the installation of a long distance stop on this stretch by a vote of 40 in favor, 0 against, 0 abstaining, and 0 present but not eligible to vote.

This long-distance bus stop is located at a curb and is over saturated with no less than six bus stops, postal vehicles, as well as a high usage Citibike station, that is frequently being replenished. The buses would stop in the M42 bus lane and further slow down a service that is already one of the worst for city residents trying to go to work. In the morning, when there is intense incoming New Jersey vehicular traffic, the buses would add to the congestion by using 42nd Street instead of entering the terminal on 40th Street. On this sidewalk, there is also a very high volume of pedestrians coming and going to office buildings and the Port Authority Bus Terminal. The stop would impede access to the 330 West 42nd Street office building and its retail tenants as well as to the Post Office. Further, the buses would stop across from a Pre-K center and be subject by law to one- minute maximum idling

limit, which industry representatives told us is incompatible with the intercity business operation.

The new route would go from Livingston, NJ to Third Avenue in Manhattan, with stops along 42nd Street, including the Port Authority, Grand Central, and Madison Avenue. The proposed service was crowd-sourced by "Our Bus," which is currently operating to and from the bus terminal with Martz buses.

When asked why not keep the first stop inside the bus terminal, the applicant answered that it was "inconvenient" because the driver would have to use Ninth Avenue and then turn east on West 40th Street after exiting the terminal. It is clear that continuing to use the gate inside the Bus Terminal is a viable option for the operator.

We are very concerned – and DOT and the Port Authority should be as well - that this is the beginning of a trend, where all operators of commuter services using gates inside the terminal will ask for stops at the curb and run buses to the East Side of Manhattan. Such a scenario will quickly overwhelm bus lanes, streets and sidewalks on 42nd Street and is not sustainable.

Many block associations, businesses and residents voiced their oppositions to installing a stop at that location. MCB4 received letters from the 330 West 42nd Street building, who has received multiple complaints from business tenants about the congestion and obstructions buses bring to this location, the West 44 Better Block Association, the Hell's Kitchen Neighborhood Association, and the Manhattan Plaza Tenant's Association, which represents over 2,500 tenants and MTA bus users.

Three years ago, DOT agreed to relocate commuter bus drop-offs from the south side of 42nd Street to 40th Street because of the excessive congestion on the block. The situation has not changed. If anything, it is worse with two additional stops for airport terminals and an additional stop for Grayline sightseeing buses.

MCB4 is on record for favoring the location of intercity bus stops in the area between Eleventh and Twelfth Avenue in the vicinity of the Hudson Yards station for the #7 line, which offers spare capacity for going crosstown eastbound.

MCB4 opposes the granting of this stop and asks DOT not to proceed with this option without first meeting with MCB4.

Sincerely,



Burt Lazarin
Chair
Manhattan Community
Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Dale Corvino
Co-Chair
Transportation Planning
Committee

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Hon. Brad Hoylman, New York State Senate
Hon. Gale A. Brewer, Manhattan Borough President
Hon. Richard Gottfried, New York State Assembly
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