



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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BURT LAZARIN
Chair

JESSE R. BODINE
District Manager

July 30, 2019

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

Re: Intercity Bus Stop - Hampton Jitney on Tenth Avenue between 30th and 31st Streets

Dear Commissioner Pincar,

At its July 24th Full Board meeting, Manhattan Community Board 4 (MCB4) voted by 35 in favor, 0 against, 0 abstaining, and 0 present but not eligible to vote, to oppose the installation of an intercity stop at this location, as it is an M11 bus stop. We have serious concerns about the precedent of co-locating intercity and city bus stops generally, and major objections to this specific location:

- The location will soon have a major, ongoing construction project (360 Tenth Avenue), estimated at 840,000-sf, a \$3 billion mixed-use residential/retail skyscraper, which will take approximately two years to complete.
- The carrier would have an average of 18 pick-ups and/or drop-offs, which would interfere with scheduled service of the M11. The M11 is already one of the worst-performing buses in the city, and this would only compound problems, potentially adding up five hours of additional delay time per day. This would directly contravene the joint effort of the MTA and the NYC Department of Transportation (DOT) to improve bus route performance.
- The location's potential conflict patterns are exacerbated by the mid-block entrance to Dyer Avenue, a principal entrance to the Lincoln Tunnel. This is already a dangerous area for pedestrians.
- Jitneys would have to travel through this intersection to reach the stop. This will negatively affect the operator's schedule and endanger their Hudson Yard passengers.

- MCB4 has previously requested traffic safety improvements at this intersection, and a task force is underway towards this end.

As an alternative, we support locating this stop on Eleventh Avenue, at the northwest corner of 33rd Street. This location offers the following advantages:

- There is no adjacent construction at this location—at least not for the next three years.
- There will soon be a prohibition on right hand turns onto 33rd Street from Eleventh Avenue, alleviating the potential for pedestrian conflict.
- This location provides an easy connection to the 34th Street bus lane and cross town to the Midtown Tunnel.

We understand that the applicant and Hudson Yards are amenable to the alternate location.

Sincerely,



Burt Lazarin
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning Committee



Dale Corvino
Co-Chair
Transportation Planning Committee

Cc: Geoffrey Lynch, Applicant