



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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Burt Lazarin
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July 31, 2018

Kevin J. O'Toole
Chairman
The Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street – 22nd Floor
New York, NY 10006

Rick Cotton,
Executive Director
The Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street – 22nd Floor
New York, NY 10006

re: Bus Terminal Replacement Project – Statement of Purpose and Needs

Dear Mr. O'Toole and Mr. Cotton,

Manhattan Community Board 4 (MCB4) is pleased with the progress made on the Bus Terminal Replacement Project ("Project"), particularly in the areas of transparency and community participation.

As we approach the release of the Statement of Purpose and Needs, which will set the stage for the scoping phase of the Project, we must re-emphasize the critical importance of three key needs for the Board, needs which have been described in conversations between the Port Authority of New York and New Jersey (PANYNJ) and MCB4 and relayed in previous MCB4 letters. Without incorporating these needs, the Project would not only be incomplete; it risks environmental challenges that could delay its implementation. At its July 25th Full Board meeting, MCB4 approved this letter with a vote of 29 in favor, 0 against, 0 abstaining and 0 present but not eligible to vote.

These three key needs must be included in the statement of purpose and needs that is being drafted for the Project.

1. Regional Bus Facility

The purpose of the Project must be to deliver a regional bus facility that satisfies the growth of the various buses currently operating in the terminal and in the surrounding streets.

A number of interstate, commuters and tour and charter buses currently operate or park at the curb because the capacity in the current terminal or in parking lots controlled by the Port Authority has not kept up with the rapid expansion of the demand. As early as 2005, the Port Authority was working with the City to accommodate these vehicles in a dedicated facility. These buses should have been accommodated by the Port Authority all along.

Curbside drop-off, pick-up, and parking is incompatible with the residential nature of the local neighborhood and contributes significantly to traffic congestion, safety issues and the worsening of the air quality in the area.

2. Improved Air Quality

The Project must address the need to significantly improve the community's air quality.

Community District 4 has the third worst air quality in the City of New York. For the community, this is a paramount health concern, especially considering PANYNJ's projection for increased bus traffic to Hell's Kitchen South in the coming decades.

Air pollution, such as fine particles (PM_{2.5}), can cause health problems, particularly among the very young, seniors, and those with preexisting health conditions. According to New York City health reports, in Clinton and Chelsea levels of PM, the most harmful air pollutant, are 11.4 micrograms per cubic meter; Manhattan District 4 ranks third-highest in the city.

Motor vehicles contribute about 48% of emissions that lead to the formation of fine particulates. Buses idling at curb side, in parking lots, and in the terminal or on its ramps, and trucks and cars idling in queues waiting to access the Lincoln tunnel are major contributors to pollution. With thousands of new families settling in the area and 47 schools within a mile of the facility, this public health issue must be addressed with pollution-reduction strategies, including enclosing, ventilating, and filtering the air in all bus facilities and ramps.

3. Repaired Community Damage

The project must address the need to repair the damage inflicted to this community by previous Port Authority projects.

Over the past 110 years, Hell's Kitchen was ravaged by the largest transportation infrastructure projects in the City of New York, including building Penn Station and its rail yards (1906); the construction of the Lincoln Tunnel (1938); the extension of the Lincoln Tunnel Dyer Avenue approaches (1957 and the mid-1970s); and, the construction of the Port Authority Bus Terminal and its ramps (1949-1950).

Each successive project required the demolition of scores of apartment buildings and the displacement of hundreds of neighborhood families. Also shattered were community institutions and organizations which held the neighborhood together. These projects tore the fabric of the community apart with road cuts and ramps and left vast areas of abandoned no man's land in the

heart of the community. The resulting transportation infrastructure of roadways, access ramps, bus lots, and tunnel entrances and egresses still deface and divide the neighborhood today.

Restoring small-scale commercial businesses on the streets and avenues, managing and calming traffic, creating residential development and open spaces, are essential — and smart — strategies to repair the devastation visited on a once thriving New York City neighborhood.

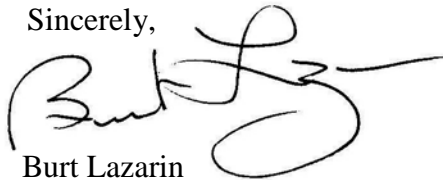
Fruitful Cooperation

The Board is grateful for your attention to using only Port Authority properties to expand the new facilities, thus ensuring that key structures and services will be maintained in in our neighborhood.

In addition to multiple working meetings held with the community and the formal bi- state meetings, the Port Authority team attended two tours of the Hell’s Kitchen South neighborhood to understand the context of the Project and the potential benefit working with the community and the Board offers. We believe these fruitful exchanges contribute to the future success of the Project.

We look forward to continued cooperation.

Sincerely,



Burt Lazarin
Chair

Manhattan Community Board 4

- cc: Hon. Jerrold Nadler, U.S. Congress
- Hon. Corey Johnson, Speaker, City Council
- Hon. Gale A. Brewer, Manhattan Borough President
- Hon. Brad Hoylman, New York State Senate
- Hon. Linda Rosenthal, New York State Assembly
- Hon. Richard Gottfried, New York State Assembly
- Manhattan Community Board 5
- NYC Dept. of Transportation
- NYC Dept. of City Planning