



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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CHRISTINE BERTHET
Chair

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District Manager

November 12, 2015

Pat Foye, Executive Director
The Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street – 22nd Floor
New York, NY 10006

Re: Port Authority Master Plan

Dear Mr. Foye,

Manhattan Community Board 4 (CB4) applauds the resolution adopted by the PANYNJ Board at the October 22nd meeting as detailed below, but still harbors deep concerns with the currently preferred location and design. We also encourage you to take interim steps that could immediately relieve delays and congestion.

The October 22nd, 2015 resolution includes very encouraging directives:

- Soliciting substantial public and stakeholder input in this ongoing process
- Performing a “Trans-Hudson Commuting Capacity Study” including other modes like rail and ferry capacity, existing and anticipated patterns and preferences of bus commuter travel after arrival in Manhattan, strategies to reduce bus congestion in neighborhood streets adjacent to the proposed new bus terminal and in the Lincoln Tunnel and its approaches.
- Conducting an international design competition (the “Bus Terminal Design Competition” or “Design Competition”) soliciting conceptual designs for a new bus terminal on the site recommended by the Working Group, one block west of the current structure, between Ninth and Eleventh Avenues; and appropriate pedestrian connections to mass transit in the vicinity of the new terminal; suggest alternative sites for a new Port Authority bus terminal should their analysis determine that the proposed site west of 9th Avenue is not optimal.
- Selecting a preferred design concept for a new Port Authority bus terminal no later than its September 2016 meeting

We are also pleased that a consensus is emerging to make this terminal a dedicated commuter facility, and relocate long distance buses to other facilities.

However CB4 is deeply concerned with some aspects of the proposed site located one block west of the current structure, between Ninth and Eleventh Avenues, 39th and 40th streets, as described in Concept 3.

- Use of condemnation to free up properties when there are alternative options to the north and underground to connect commuters to the 8th Avenue station. CB4 is appalled at the idea of condemning two blocks in the heart of Hell's Kitchen-south, on 9th Avenue, our main retail corridor, in order to free up investment properties and make space for ramps and pedestrian passageways, when the existing underground passageways between Dyer and 8th Avenues could easily be used instead. This would require the eviction of many affordable housing tenants, a church and food pantry, a nursery school, a farm, the only affordable food supermarket and a number of other retail stores essential to the character of our neighborhood. Robert Moses's technique of razing our neighborhood is no longer acceptable. You can and must do better than that.
- Lack of commuter circulation and connectivity: the terminal will add 7 minutes to the current commute in order to reach the A/C/E subway lines. It is critical that the construction of the 40th Street /10th Avenue # 7 subway station and its integration to the terminal be included in the project to provide improved connectivity to the subway network. Currently 8th Avenue sidewalks are overwhelmed with commuters and cannot accept increased volume – and 9th Avenue sidewalks were narrowed to make way for the Lincoln Tunnel traffic and cannot afford any increased volume. Both 8th and 9th Avenue are overflowing with Lincoln tunnel and commuter traffic and cannot be used for additional taxi pick-ups.
- Lack of an identified location to build a Tour and Charter Bus Garage that was committed to this community as part of the FEIS of the Hudson Yards rezoning (see attached) as a joint project between the City and the Port Authority. Without a plan these buses are likely to travel through and pick-up and drop-off on our streets.
- Overall lack of integration in the urban fabric: the current sketches of Option 3 show both the terminal and the real estate development being segregated in their own footprint. In an area with real estate as valuable as the West side of Manhattan it seems the terminal should be well integrated with commercial and residential buildings in the urban fabric and its air rights used on site.

We look forward to working closely with the staff and the consultants to find viable and scalable solutions to these issues.

In the meantime, we urge you to use of \$ 600 million of unallocated funds in your capital budget to fund without delay the following short-term projects the staff presented at the September meeting. These projects do not require a new building and can bring relief to commuters and the community alike:

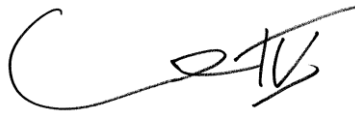
- Centralize control of PABT operations in a single entity and use GPS based control on bus dispatching and routing
- Increase bus-only lanes on the Lincoln Tunnel corridor.
- Relocate Long Distance operations to existing terminals convenient to the subway network.
- Start identifying and evaluating commuter bus parking facilities in New Jersey

We appreciate your leadership in providing the region with a well thought out modern transportation solution.

Sincerely,



Christine Berthet
Chair



Ernest Modarelli
Co-Chair, Transportation
Planning Committee



Jay Marcus
Co-Chair, Transportation
Planning Committee

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Manhattan Borough President Gale Brewer
Council Member Corey Johnson
Senator Brad Hoylman
Assembly Member Richard N. Gottfried
Congressman Jerrold Nadler
Transportation Commissioner Polly Trottenberg, DOT
Bill Replogle, Department of Transportation
Chair Degnan, Port Authority of New York and New Jersey