



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**COREY JOHNSON**  
Chair

**ROBERT J. BENFATTO, JR., ESQ.**  
District Manager

May 1, 2013

Frances Tedesco  
President  
Academy Bus Company  
111 Paterson Avenue  
Hoboken, New Jersey 07030

**RE: West 44<sup>th</sup> Street between 9<sup>th</sup> and 10<sup>th</sup> Avenue bus traffic/parking/double parking**

Dear Mr. Tedesco:

Manhattan Community Board #4 requests that Academy Bus Company instruct their New York City drivers to use legal truck routes rather than residential streets for empty buses to travel to the Port Authority building.

There has been a substantial increase in the number of commuter buses using the Lincoln Tunnel in the last several years. Many empty buses, typically entering from either the Lincoln Tunnel or parking spaces further south or west, enter the Port Authority between 4pm and 6pm each weekday to load passengers and then depart. Traffic regulations require empty buses to use "Through" or "Local Truck Routes" to arrive at the Port Authority. These routes include 8th, 9th, 10th and 11<sup>th</sup> Avenues and West 40<sup>th</sup> Street between the Tunnel Entrance and 11<sup>th</sup> Avenue and the entire length of West 42<sup>nd</sup> Street. Unfortunately, empty buses have begun to illegally use other residentially oriented streets within Community Board #4.

The residents of West 44<sup>th</sup> Street between 9<sup>th</sup> and 10<sup>th</sup> Avenue, a street of primarily older 4 story residential buildings, have been experiencing a substantial increase of empty buses on their street. These empty buses are using West 44<sup>th</sup> Street both as a travel street and for parking and double parking, frequently also illegally idling for over 3 minutes. The bus traffic and illegal parking/double parking increases congestion and makes a residential street seem more like a Bus ramp.

The West 44<sup>th</sup> Street Better Block Association documented the situation between 4pm and 6pm on Wednesday March 13. They made the following observations (and recorded them on video and camera);

- 59 empty buses travelled on this block during those 2 hours;
- 35 (59%) of those came north on 10<sup>th</sup> Avenue, turned onto West 44<sup>th</sup> Street for one block and then went South on 9<sup>th</sup> Avenue

- Several of the buses doubled parked and idled for a portion of these two hours
- 5 companies, all of whom have Gates at the Port Authority, account for 75% of the above illegal bus traffic. The largest scofflaw was Academy Bus Company with 14 buses illegally driving through West 44<sup>th</sup> Street between 9<sup>th</sup> and 10<sup>th</sup> Avenues in those two hours.

In addition to it being illegal and harming the quality of life on West 44<sup>th</sup> Street, this traffic also causes increased back up on 9<sup>th</sup> Avenue as buses turning from West 44<sup>th</sup> Street onto 9<sup>th</sup> Avenue often block the avenue and pedestrian crosswalk, since their turning radius tends to take up all traffic lanes on 9<sup>th</sup> Avenue and back-up traffic prevents them from completing the turn.

As the largest private bus company in the country, Academy Bus Company has a particular obligation to be ensure its drivers use legal driving routes to provide a model for how an active bus fleet can co-exist with its resident neighbors.

Sincerely,



Corey Johnson  
Chair



Christine Berthet, Co-Chair  
Transportation Planning Committee



Jay Marcus, Co-Chair  
Transportation Planning Committee