

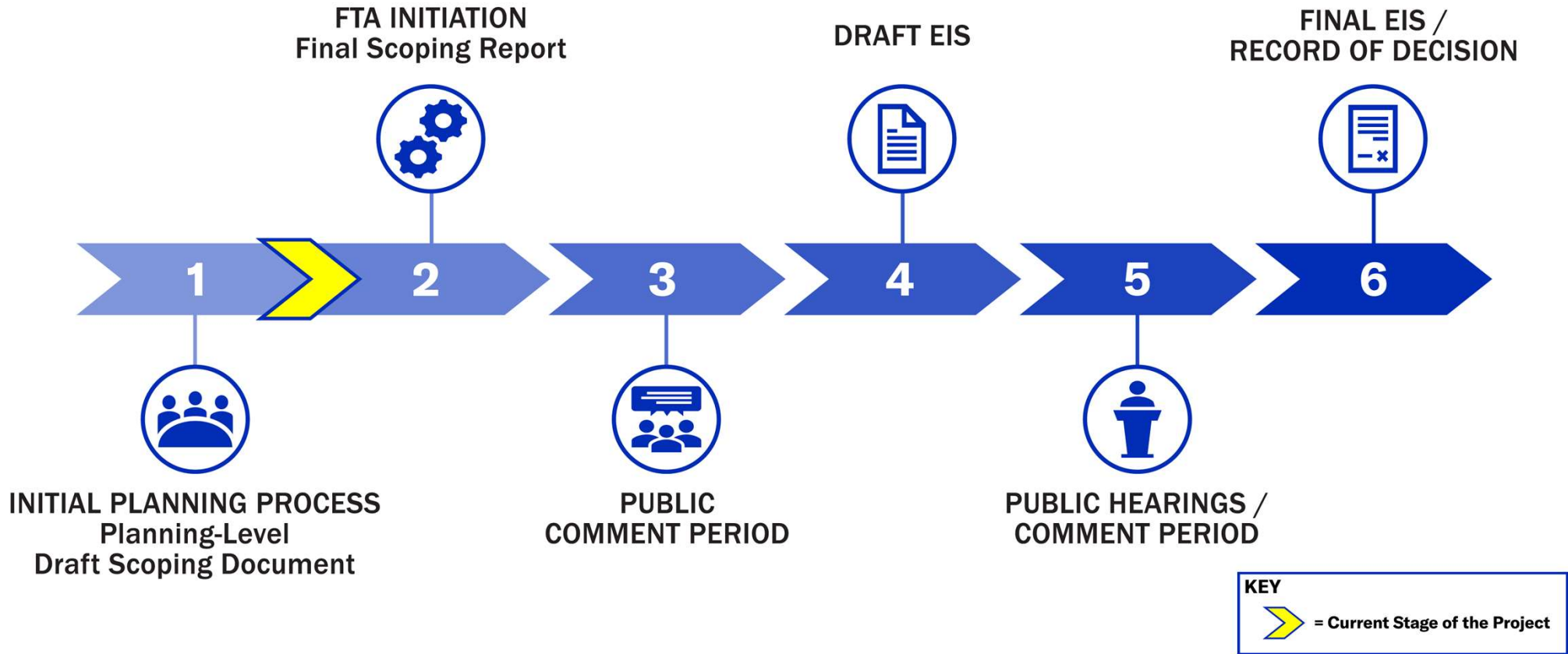


A Transit Hub for the 21st Century

Redeveloping the Midtown Bus Terminal
February 17, 2021

**PORT
AUTHORITY
NY NJ**
AIR LAND RAIL SEA

Planning & Environmental Impact Statement (EIS) Process



THE HARD TRUTH: No Love Lost

Vox Aug 4, 2014

John Oliver perfectly describes the monstrosity that is the Port Authority Bus Terminal

WNYC Aug 12, 2014

The Port Authority Bus Terminal: “If Hell Had a Hell”

BuzzFeed Nov 9, 2015

17 Reasons Why the Port Authority Bus Terminal Is Literally Hell on Earth

The *Dante's Inferno* of public transportation.



“...also known as the single worst place on planet Earth.”

-John Oliver

*Last Week Tonight with John Oliver (HBO)
Aug 3, 2014*

THEN: Early Bus Terminal

The original Midtown Bus Terminal was built in 1950.

In 1981, the Port Authority expanded the terminal into the facility travelers know today.



NOW: The World's Busiest Bus Terminal

- 186 gates
- 20 bus carriers
- 17 public bathrooms
- In 2018, the terminal served a record 76.4 million travelers
- Pre-pandemic, the terminal served an estimated 260,000 passenger trips (8,000 bus movements) on weekdays

Today's terminal has outlived its useful life and simply was not designed for today's volumes or modern buses.

Planning for Replacement 2013-2017

- Between 2013 and 2017, the Port Authority began early planning and sought out proposals to replace the outdated terminal
 - Midtown Bus Master Plan study (2015)
 - International Design competition (2016)
 - Build-in-place study (2017)
- This work generated over 30 separate proposals

Current Planning Process

May 2019

- Release of Planning Level Draft Scoping Document
- Bundled 30 proposals into 13 distinct alternatives
- Identified project scope, goals and objectives
- Laid out screening criteria

Alternatives Evaluated Against Two Critical Screening Criteria

1. Must Meet Forecasted Ridership Demand

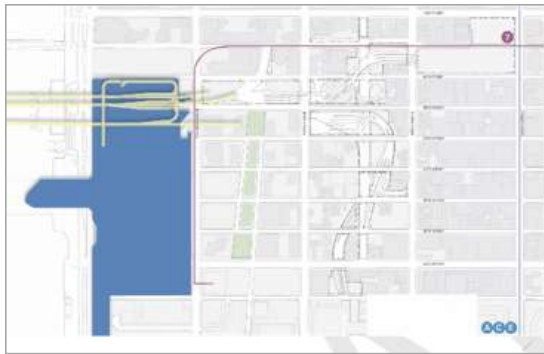
The forecast for 2040 passenger demand calls for a 30% increase in capacity.

2. No Condemnation of Private Property

Community strongly opposed to any taking of private property.

Three Alternatives Advanced in Planning Level Document

Only three alternatives cleared both screening criteria: the Perkins-Eastman and RPA alternatives that utilized the Jacob K. Javits Center Convention Center and a build-in place- alternative



Perkins Eastman



RPA



Build-in-Place

Agency released a Planning Level Scoping Document and sought public comment on these three alternatives.

Stakeholder Input Summer 2019

Criticism of two alternatives located west of 11th Avenue

- Objections from both bus riders and the community

Criticism regarding failure to address bus congestion

- Project included no off-street storage and staging
- Project included no terminal capacity for intercity buses that drop off/pick up on local streets

Additional Request

- Add green space that reconnects the local community

January 21st ANNOUNCEMENT

Port Authority Releases Final Scoping Document

1. Eliminates the Two Alternatives West of 11th Avenue
2. Advances Build-in-Place alternative with dramatic modifications to address commuter and community concerns

MIDTOWN BUS TERMINAL



Preferred Alternative Selected in Direct Response to Public Comments

- Increased terminal capacity to accommodate intercity buses that currently drop off/pick up on local streets
 - New plan will now provide for a nearly 40% increase in capacity for commuter and intercity buses
- Added storage and staging facility that removes congestion from local streets
- Utilize cutting-edge technology to manage and speed bus movements– with both autonomous vehicle technology and AI-aided traffic management
- Connection to 12 subway lines and 5 NYCT bus lines
- New plan adds approx. 3.5 acres of new green space
- Attractive, street facing retail
- Built entirely on Port Authority property
- Provides development opportunity



A New Midtown Terminal



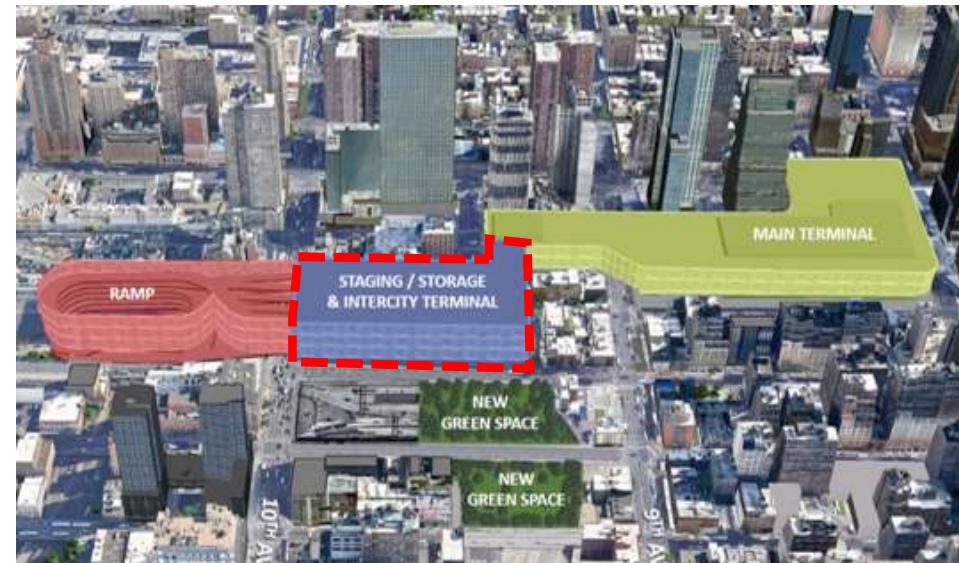
New Main Terminal

- 5 floors of bus gates
- More than 160 Gates
- Approx. 2 million square feet
- Direct connection to 12 New York City Subway lines (1,2,3,7,A,C,E,N,R,Q,W,S) and 5 NYC Transit bus routes
- Fully ADA compliant
- Best in class amenities, modern restrooms, and appealing retail spaces
- 100% designed to accommodate electric buses



New Bus Storage / Staging Facility & Intercity Terminal

- New storage and staging facility between 9th and 10th Avenues removes buses from congested city streets
 - 4 Floors
 - 300-350 bus capacity
- Includes additional capacity to handle intercity buses that currently load and unload on city streets, reducing congestion and neighborhood foot traffic
 - 2 Floors
 - 40 Gates
- Total 900,000 square feet
- Designed to accommodate electric buses
- Serves as temporary staging facility during construction



New Ramps

- New bus ramp infrastructure between 10th and 11th Avenues
- Direct bus access from the Lincoln Tunnel
- Over 350,000 square feet of ramps connect to staging and storage facility and main terminal
- Positioned over the Galvin Plaza area over the entrance to the Lincoln Tunnel
- A new underpass under 9th Ave to provide entry to the lower level and reduce on street congestion
- Incorporates decorative architectural cladding



Sequencing Project





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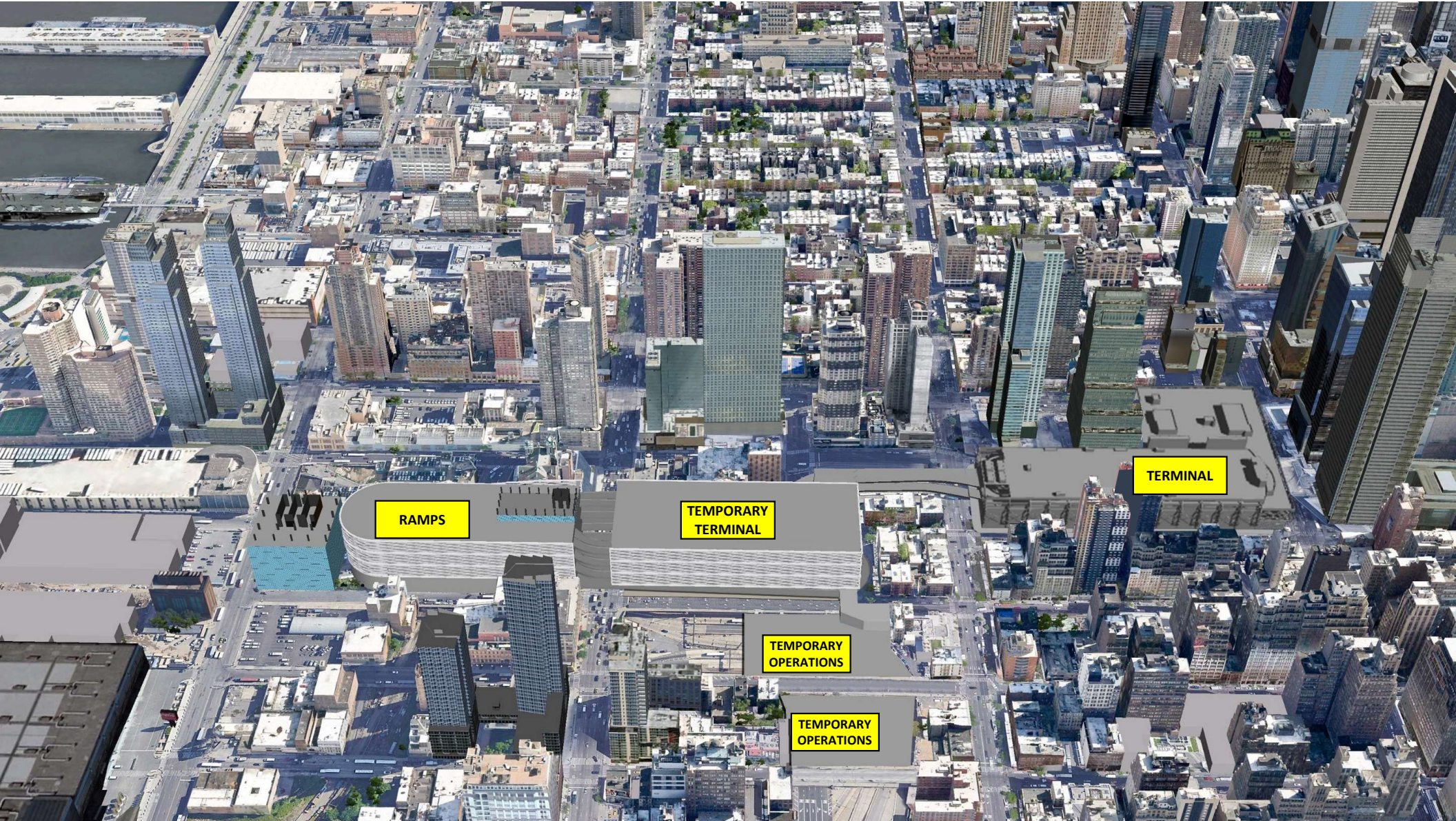
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RAMPS

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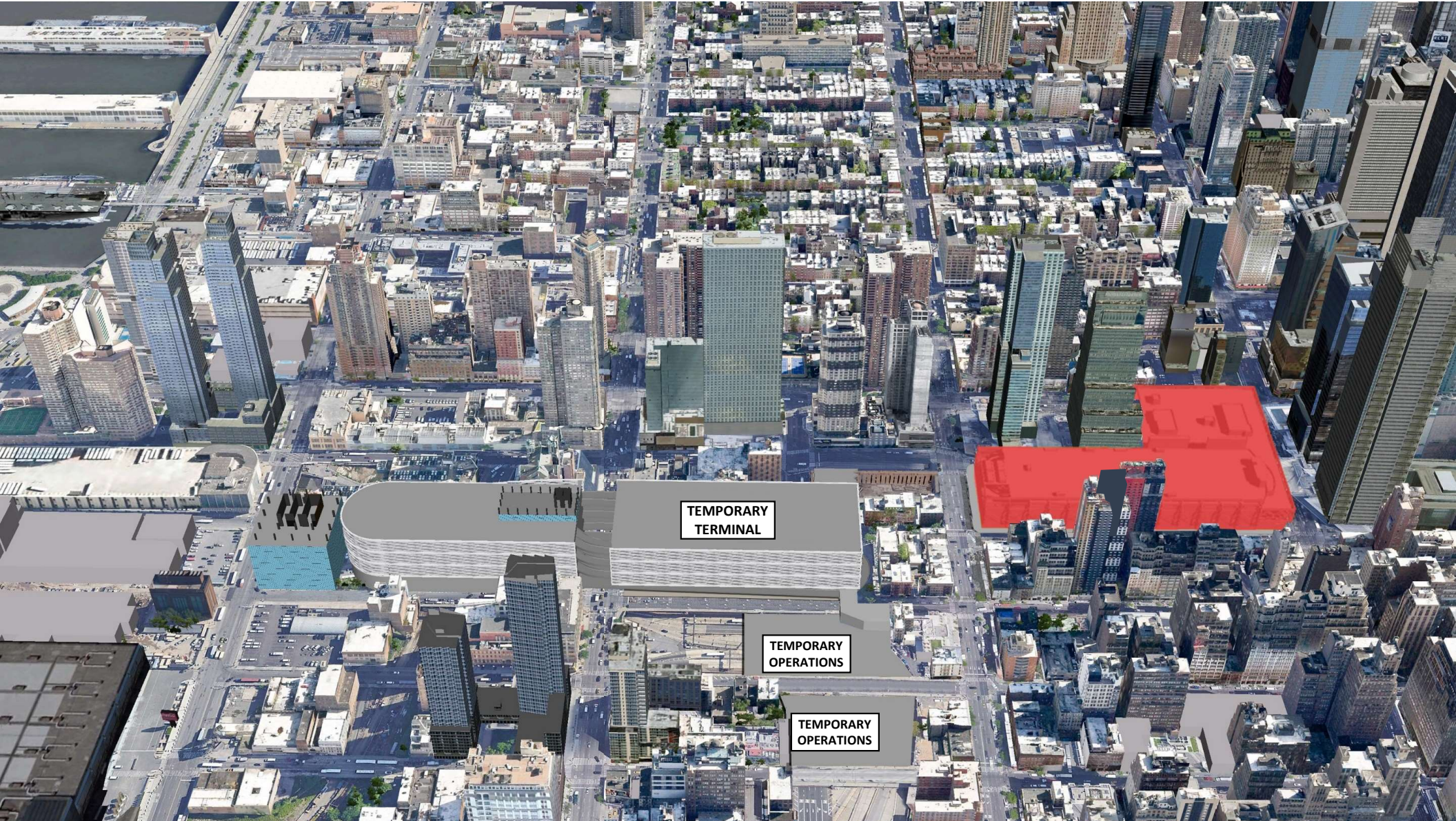
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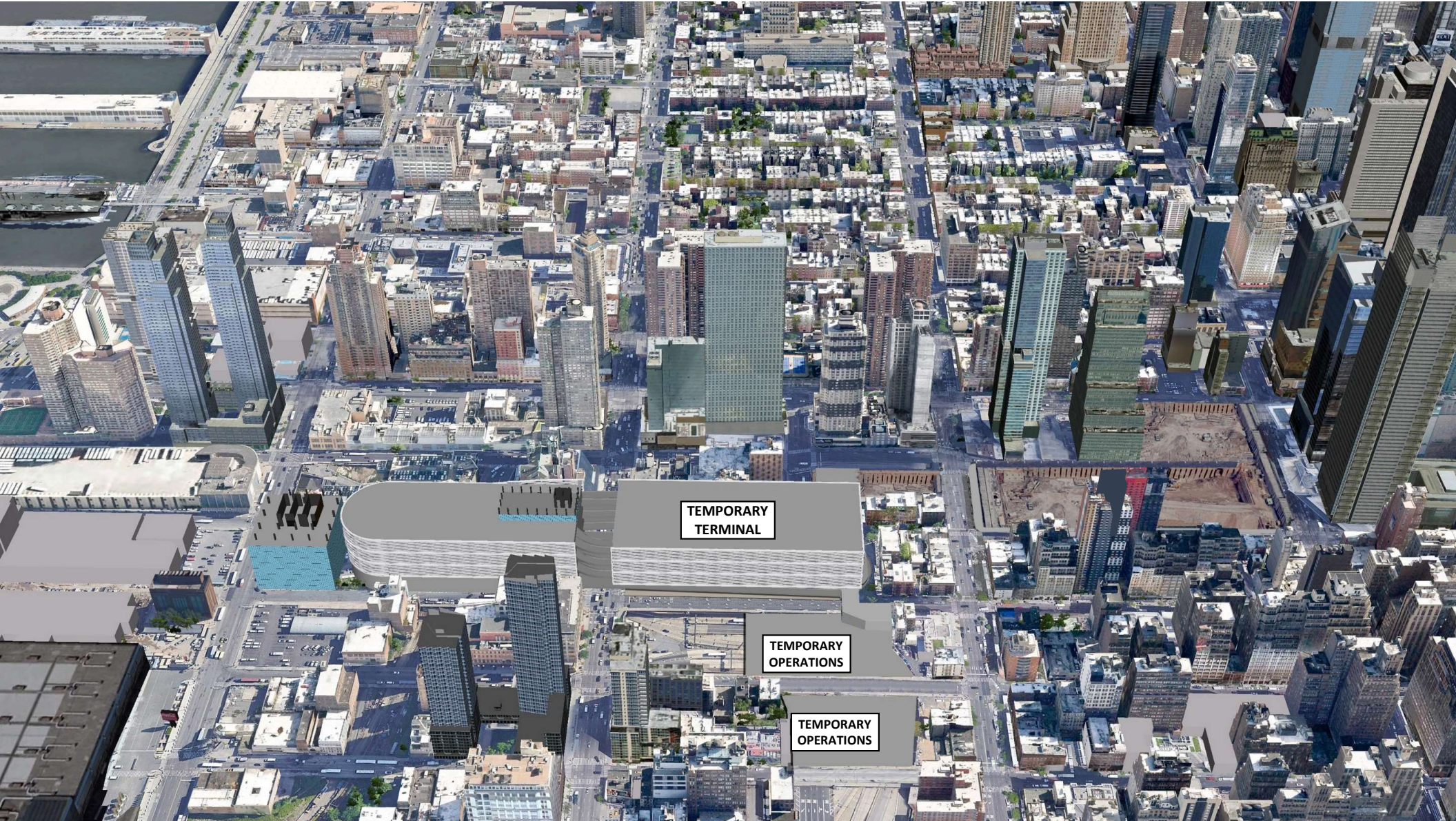
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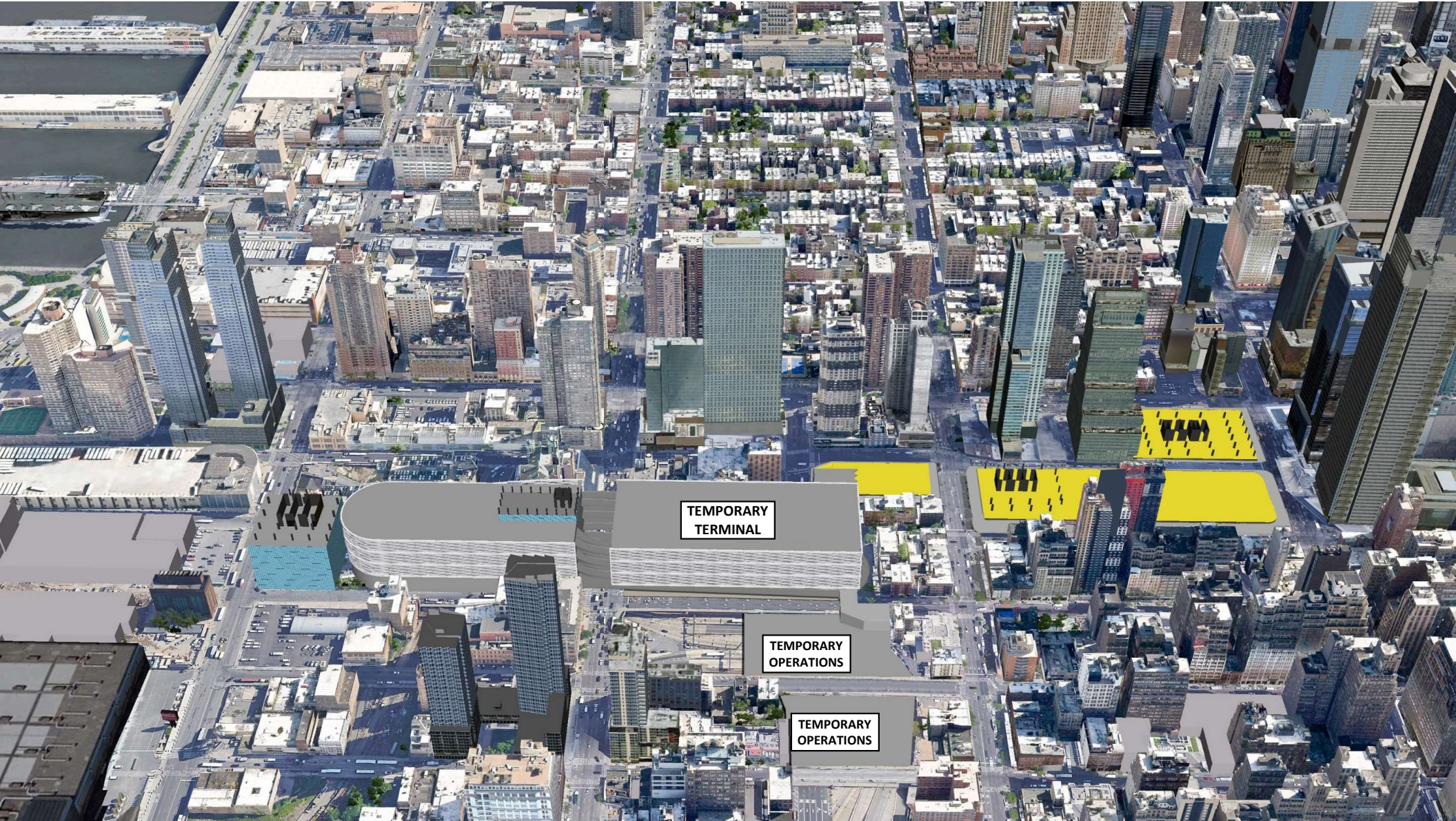
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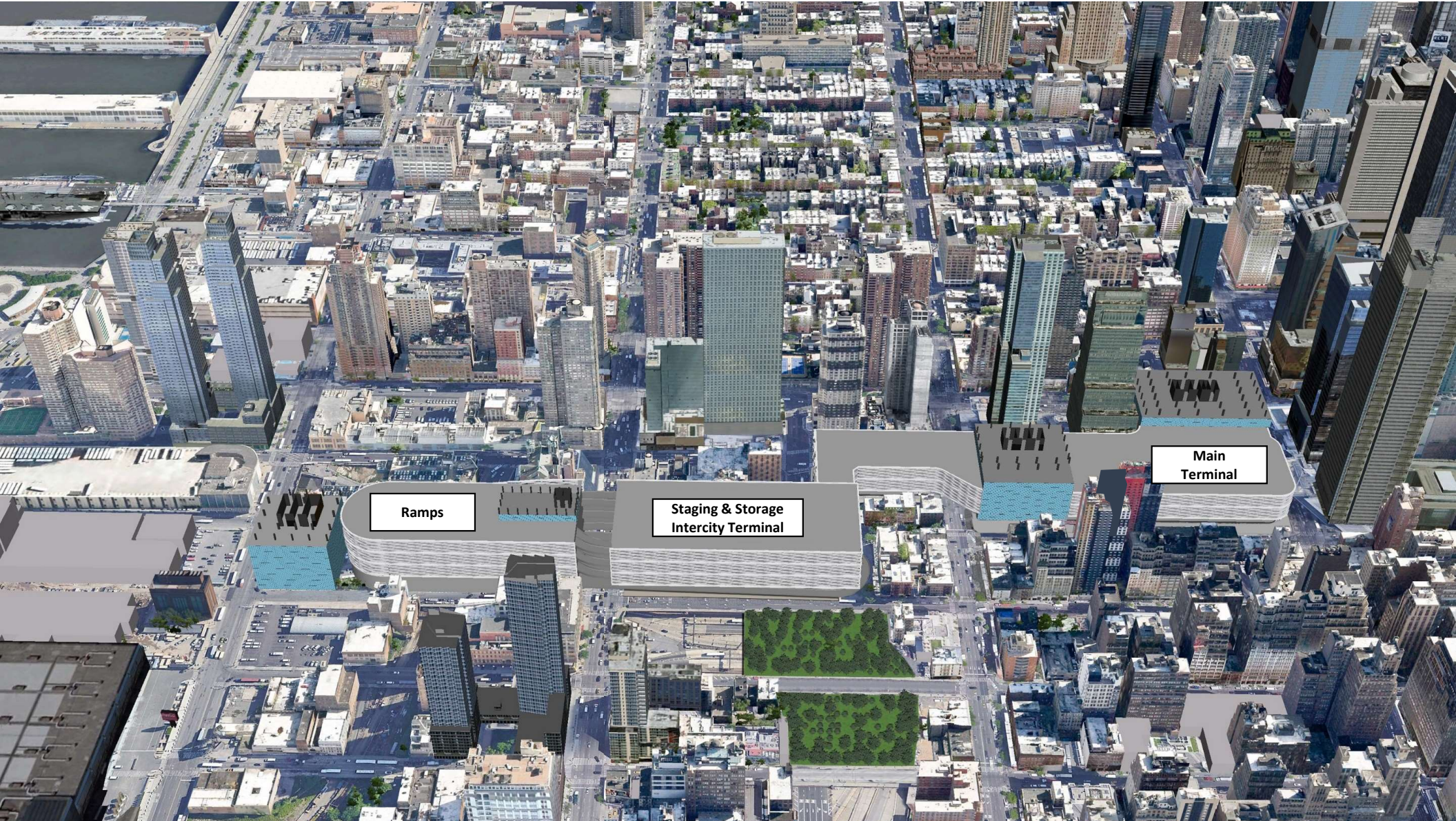
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Ramps

Staging & Storage
Intercity Terminal

Main
Terminal

Outreach

- The PA project team will maintain a constant presence in the community throughout the project
- Community office opened in 2018 on first floor at Ninth Avenue – will serve as resource for residents and commuters throughout EIS process
- Will evolve into a construction logistics office based on successful WTC model
- Community contact: Ernest Modarelli
 - emodarelli@panynj.gov - (212) 502-2246



MIDTOWN BUS TERMINAL
VIEW OF INTERIOR FROM 8TH AVE ENTRANCE

THANK YOU

