



JESSICA CHAIT
Chair

JESSE R. BODINE
District Manager

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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January 13, 2025

Mayor Eric Adams
City Hall
New York, NY 10007

Council Member Keith Powers
211 East 43rd Street Suite 1205
New York, NY 10007

Manhattan Borough President Mark Levine
431 West 125th Street
New York, NY 10027

Council Member Erik Bottcher
224 West 30th St, Suite 1206
New York, NY 10001

Commissioner Ydanis Rodriguez
NYC Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Manhattan Borough Commissioner Ed Pincar
NYC Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Re: Study of 42nd Street Busway

Dear Elected Officials and Commissioners Ydanis & Pincar,

Manhattan Community Board 4 (MCB4) supports the resolution proposed by Manhattan Community Boards 5 and 6 to start a study with visioning and planning of a West 42nd Street busway and widened sidewalks. By a vote of 40 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible, we agree to join MCB5 and MCB6 and add our name to the joint resolution (attached).

This is particularly needed in Community District 4 where the explosive growth in the far west of West 42nd Street has given rise to the multiplication of jitneys that congest the area. With the expansion of the new Port Authority Bus Terminal, 40% more commuters and travelers are expected on the corridor and will benefit from faster and reliable bus service.

Sincerely,



Jessica Chait
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning Committee



Jesse Greenwald
Co-Chair
Transportation Planning Committee

Enclosure



Manhattan Community Boards Four, Five and Six

January 8, 2025

Mayor Eric Adams
City Hall
New York, NY 10007

Manhattan Borough President Mark Levine
431 West 125th Street
New York, NY 10027

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Dear Mayor Adams, Manhattan Borough President Levine, Council Member Powers, Council Member Bottcher, Commissioner Rodriguez, and Commissioner Pincar,

We, the undersigned Community Boards of Manhattan CB4, CB5, and CB6, which cover the length of 42nd street are writing to express our support for a 42nd Street busway and sidewalk widening. Given the critical need to enhance public transportation infrastructure in this highly congested area of Manhattan, this project would significantly improve the efficiency and livability of 42nd Street for both commuters and pedestrians.

The 42nd Street corridor connects some of the most iconic destinations in Manhattan, including the United Nations, Grand Central Station, Times Square, Bryant Park, the Port Authority Bus Terminal, and the West Side Greenway. With the expansion of the Port Authority Bus Terminal set to accommodate 40% more commuters, and thousands of new residents in the area, there is an urgent need for better public transit options. A dedicated busway will provide a faster, more efficient mode of transportation for tens of thousands of daily commuters who currently endure one of the slowest bus routes in Manhattan, the M42. At its current speed, this bus averages the equivalent of a walking pace.

The success of the 14th Street busway serves as a compelling precedent. After implementation, bus speeds on 14th Street increased by at least 24%, and bus ridership grew by 30%. Crucially, a study found that the project did not result in significant congestion on nearby streets, demonstrating that dedicated busways can be both effective and non-disruptive to surrounding traffic. A similar improvement on 42nd Street would prioritize bus movement, potentially encouraging a shift away from private vehicle use. This shift would reduce greenhouse gas emissions and improve air quality, aligning with New York City's sustainability goals.

In addition to the busway, sidewalk widening on 42nd Street is crucial to accommodate the area's significant pedestrian traffic. Overcrowded sidewalks create unsafe conditions and reduce the quality of life for residents, workers, and tourists alike. Wider sidewalks will not only enhance pedestrian safety but also contribute to local business growth by improving the retail environment and increasing foot traffic.

In conclusion, the 42nd Street busway and sidewalk widening project is a necessary and forward-thinking step towards improving public transportation, reducing congestion, enhancing pedestrian safety, and supporting economic vitality in one of New York City's busiest corridors. We urge the city to work with stakeholders and prioritize the visioning, planning, and implementation of this project for the benefit of our community.

Thank you for your consideration.

Sincerely,



Jessica Chait,
Chair, Manhattan Community Board Four



Bradley Sherburne,
Chair, Manhattan Community Board Five



Sandra McKee,
Chair, Manhattan Community Board Six



Jesse Greenwald,
Co-Chair, Manhattan Community Board Four
Transportation Planning Committee



Christine Berthet,
Co-Chair, Manhattan Community Board Four
Transportation Planning Committee



David Sigman,
Chair, Manhattan Community Board Five
Transportation and Environment Committee



Samir Lavingia,
Vice-Chair, Manhattan Community Board Five
Transportation and Environment Committee



Jason Froimowitz,
Chair, Manhattan Community Board Six
Transportation Committee



Barak Friedman,
Vice-Chair, Manhattan Community Board Six
Transportation Committee