



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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District Manager

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Kathryn Garcia
CEO
Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street
New York, NY 10007

Danielle Zuckerman
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Fl.
New York, NY 10038

Re: Temporary bus terminal lot on West 30th Street

Dear Ms. Garcia & Commissioner Zuckerman,

The Port Authority of New York and New Jersey presented the West 30th Street interim bus terminal lot (W. 30th Street lot) design and operation as a long-distance interim terminal during the ten-year period of construction of a replacement bus terminal, for which the Manhattan Community Board 4 (MCB4) is grateful. MCB4 is still worried about the lack of some essential walkways, signals, and operational elements. MCB4 at its July 22nd Full Board meeting voted 38 in favor, 0 opposed, 0 abstaining, and 2 present but not eligible, in favor of these remarks and requests.

The project is divided into two parts: the design and operation of the eastern lot between Dyer and 9th Avenue as temporary gates, and the redesign of the intersection of Dyer Avenue and 30th Street. It is anticipated that construction will begin in the fourth quarter of 2026 and be finished in 2028.

After years of asking, we are thrilled that the crossroads will be normalized with eastbound feeder lanes combined with West 30th Street, resulting in a clear T intersection that is safer for pedestrians and in accordance with urban street design. We understand that, for the highest level of safety, Dyer Avenue's east-west pedestrian crossing will be secured by an exclusive red arrow signal. The current bike lane on West 30th Street will be painted green and moved to the south curb.

We ask that the following essential safety features be included:

- An exclusive split-phase signal on 10th Avenue at West 30th Street. The new configuration will concentrate a lot more vehicular turning movements at this intersection, which will collide with the heavy pedestrian traffic caused by the Hudson Yards access and High Line entrance. Traffic may be slowed down by the number of visitors. The signal time should be divided among various users for efficiency and safety reasons, and all conflicts be resolved without ambiguity.
- A split-phase signal at 9th Avenue and West 30th Street. At the moment, the bike lane is in the middle of the street and does not interfere with cars that are turning. In the future, two lanes of traffic emerging from the Lincoln Tunnel, will turn south on 9th Avenue and will clash with the bike lane and the crossing.
- A warning system for the westbound turn from 9th Avenue to the W. 30th Street lot, such as a flashing signal. Since this would be the lot's primary entrance, there will be a lot of turning buses, which will conflict with the large number of passengers.
- Additionally, the southern sidewalk of the lot must include an ADA-compliant walking route that is shielded from passenger lines.

With entry on 9th Avenue and exit on Dyer Avenue, the W. 30th Street lot will be situated on the north side of West 30th Street, between Dyer and 9th Avenue. The lot will accommodate 45 hourly bus movements and 11 gates for intercity bus companies. The Port Authority indicated they will be mindful of directing the buses to use Dyer Avenue to access the tunnel instead of directing them to surface streets.

- To reach the lot's 9th Avenue entrance, a sizable number of buses will loop West 30th and West 31st Streets between 8th and 9th Avenues. West 30th Street is mostly residential and gets very congested. In addition to the large number of cars arriving from the east, there is a long-distance parking on West 31st Street, a long-distance bus stop, and the major Moynihan Station cab stand. There is always gridlock at the junction of West 31st Street and 8th Avenue. To lessen congestion, we at least request that DOT

move the long-distance bus stop to West 33rd Street and adjust the intersection's signal timing.

- The locations of layovers are unknown. Long-distance buses now stop on streets, especially West 40th Street, long before they reach their gates. A dispatcher should call buses when their gate is available at authorized layover spots on 11th or 12th Avenues. The buses will wait in line and idle on 9th Avenue in the absence of such a system.
- To lessen the overabundance of merchants and general ill use at night, the space should be fenced. The northern walkway on the west side of Dyer Avenue should be enclosed along with the remainder of the land. Idling laws ought to be enforced.
- Additionally, the southern part of the lot's passenger boarding and queuing area must leave a safe, protected ADA-compliant pedestrian route.

We appreciate that the Port Authority of New York and New Jersey and the Department of Transportation address our concerns about the lack of some essential walkways, signals, and operational elements.

Sincerely,



Leslie Boghosian-Murphy
Chair
Manhattan
Community Board 4



Christine Berthet
Co-Chair
Transportation Planning
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