



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**COREY JOHNSON**  
Chair

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

July 23, 2013

Chuck Kassinger  
Terminal Manager  
Academy Bus, LLC  
2253 Route 9  
Toms River, NJ 08755

**Re: Queuing of buses in PM peak hour**

Dear Mr. Kassinger:

Manhattan Community Board 4 (CB4) thanks you for attending the Transportation Committee on July 17<sup>th</sup>, 2013, and for sharing valuable information about your bus operation.

We had received numerous complaints that your buses traveling empty at evening peak hours frequently use residential streets north of West 42<sup>nd</sup> Street to reach the West 40<sup>th</sup> Street ground entrance of the Port Authority Bus Terminal (PABT) between Eighth and Ninth Avenues. In New York City, buses are allowed only on truck routes (Ninth and Tenth Avenues, West 34<sup>th</sup>, West 42<sup>nd</sup> and West 57<sup>th</sup> Streets).

The drivers, when exiting the Lincoln Tunnel at West 31<sup>st</sup> Street, find themselves behind a very long queue of buses leading to the terminal. Fearing they will be late for their assigned gate departure, they pass the queue on Tenth Avenue, but cannot make a right turn onto West 40<sup>th</sup> Street (because they are not in the turning lane) and continue north to turn on West 42<sup>nd</sup> Street or on West 44<sup>th</sup> Street. On the other hand, when they are early, the drivers stop and idle in the street while waiting for the departure time.

It is our observation that West 40<sup>th</sup> Street, which gives direct access to the ground floor of the PABT, has at least one lane empty at peak hours between Dyer and Twelfth Avenues. It is a commercial street with minimal interaction with pedestrians. We discussed ways for your drivers to take advantage of this excess capacity to reach the PABT without delays and also to wait in case they are early.

- Buses can exit at West 31<sup>st</sup> Street, go west to Tenth Avenue, go north on Tenth Avenue, go west on West 34<sup>th</sup> Street, go north on Twelfth Avenue and go west on West 40<sup>th</sup> Street
- Buses can also exit at West 34<sup>th</sup> Street, go west on West 34<sup>th</sup> Street, go north on Twelfth Avenue, go west on West 40<sup>th</sup> Street. Although there is some construction on the West 34<sup>th</sup> Street segment today, the dedicated bus lane being installed on West 34<sup>th</sup> Street will soon be available to your buses all the way to Twelfth Avenue.

Since these routes are available today without requiring traffic changes or police notification, we would be grateful if you could initiate very soon a test with a limited number of drivers using these routes to reach the West 40<sup>th</sup> Street entrance. Based on their feedback, you could then direct your drivers to use this route almost exclusively.

We also ask that you update your maps to show the drivers all the residential streets they are not allowed to use: West 35<sup>th</sup> to West 37<sup>th</sup> Streets, West 43<sup>rd</sup> to West 56<sup>th</sup> Streets. We would appreciate it if you respond in writing to our May letter regarding the above issues to let us know the actions you are taking.

In the meantime, we will pursue the dialogue with the Port Authority and NYPD to encourage them to seek additional ways to manage the queues of buses in the evening peak hours.

We look forward to hearing from you on the status of the test and receiving copies of your communications to the drivers.

Best regards.



Corey Johnson  
Chair



Christine Berthet  
Co-Chair, Transportation  
Planning Committee



Jay Marcus  
Co-Chair, Transportation  
Planning Committee

CC: Patrick Condren – Consultant, Patcon Associates Ltd.  
Speaker C. Quinn  
Assemblymember L. Rosenthal  
Gail Davis – PANYNJ  
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