



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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District Manager

August 6, 2013

Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Re: Intercity Bus Stops in CB4

Dear Manhattan Borough Commissioner Forgione:

Manhattan Community Board 4 (CB4) appreciates that the newly adopted provisions 04-01 and 04-10 in Section 4 of the Rules of the City of New York require Intercity Bus operators with existing DOT authorized bus stops to reapply to keep these stops and provide for a 90 Day review period, including Community Board review. We look forward to discussing those applications with you this fall.

First, we want to state that we are disappointed that the rules included a provision for Grandfathering. We feel the new rules offer an opportunity to rethink the overall site selection process and to ensure the process includes active Community Board consultation and feel the grandfathering provision violates that intent. While we are uncertain how DOT intends to implement the 90-day review period for existing bus stops, we certainly hope and in any case request, that it include Community Board consultation.

In addition, since the proliferation of intercity bus stops in our neighborhoods has been a particular concern of CB4, we wanted to bring a few stops to your attention that we feel are inappropriate and will warrant fuller discussion and, likely, replacement stops.

The first area is West 34th Street between Eighth and Ninth Avenues. We appreciate the substantial effort DOT made in community outreach, including with CB4, in designing and implementing the West 34th Street SBS. Placing an Intercity Bus Stop along this route on the north side of the street, blocking the curbside placement of the "SBS bus only" lane, particularly given the extensive traffic delays typically on this block, defeats the purpose of having an SBS. In addition, the stop is adjacent to the major Hammerstein Ballroom/Manhattan Center Venue, around the corner from the New Yorker hotel, and across the street from a multiplex movie theater, all of which cause substantial pedestrian usage and overcrowding when added to the Penn Station commuter use.

In addition, the volume of Intercity Bus stops along West 42nd Street between Eighth and Ninth Avenues has grown so significantly in recent years that it has become impassable for most pedestrians (particularly around commuting and after-theater hours) and is in many ways the cause of the frequent M42 award of the Straphanger Campaign's "Slow Poke Award." During evening commute and after theater shows, the lines for commuting passengers waiting to load on the North Side of the street typically extends from mid-block on West 42nd Street around the corner to midblock on Ninth Avenue between West 42nd and West 43rd Streets. We thus, oppose reauthorization of the Galaxy, Fuji Express, New Jersey Shuttles and (drop-off only) Newark Airport Express Stops in front of 330 West 42nd Street and Galaxy, Fuji and Three Aces bus stop in front of 329 West 42nd Street during the review process.

We appreciate DOT's and the City Administration's role in lobbying to pass the state legislation that enables DOT to regulate Intercity Bus stops and the implementation of these rules. We hope it enable a more rational and pedestrian and safety friendly bus stop selection process and make the above comments with the goal of working with DOT to begin that process.

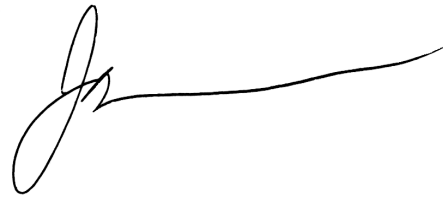
Sincerely,



Corey Johnson
Chair



Christine Berthet, Co-Chair
Transportation Planning Committee



Jay Marcus, Co-Chair
Transportation Planning Committee