

1 **Transportation Planning Committee**

Item #: 19

2
3 October 3, 2012

4
5 Ms. Lisa Daglian
6 NYMTC
7 199 Water Street
8 22nd Floor
9 New York, NY 10038-3534

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11 **Re: Regional Transportation Plan 2040**

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13 Dear Ms Daglian,

14
15 Manhattan Community Board 4 (CB4) thanks you and the New York Metropolitan
16 Transportation Council (NYMTC) for the opportunity to give our input to the Plan 2040.

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18 CB4 has seen an explosive growth in residents and businesses due to a number of recent
19 rezoning. Such rezoning' full effect is far from complete with millions more square feet
20 to be built in Hudson Yards.

21
22 At the same time, 30% of the district's land remains dedicated to transportation uses with
23 the Port Authority Bus terminal, Lincoln tunnel, Penn Station, FedEx, USPS and UPS
24 occupying vast tracks of land and being heavy traffic generators.

25
26 The following projects should be included in the 2040 plan:

- 27
28 1. We suggest that safety be the # 1 goal of the plan. With 11,000 injuries annually
29 in New York City, it is clear not safe and imposes on the city an enormous human
30 cost in terms of trauma, healthcare, and productivity. No other industry would
31 tolerate such a lack of safety. In light of recent statistics showing the number of
32 traffic fatalities increasing by 25% in 2011 compared to 2010, it is urgent that the
33 network be engineered for safety above all other considerations.
- 34
35 a. While Split phase signals have demonstrated to be extremely effective at
36 reducing vehicle/pedestrian conflicts, this feature remains an exception
37 rather than the norm along new bike lanes installations. Not only do these
38 feature save lives, they also improve flow through and reduce honking, a
39 major quality of life issue in the city. We recommend that this feature
40 become standard for all intersections along bike lanes in New York City.
- 41
42 2. A Bus master plan and construction of appropriate facilities somewhere in the city
43 to accommodate three types of buses, which are critical to our economy but are
44 haphazardly located and overwhelm our district. Such plan should include
45 designated routes that avoid residential areas.
- 46

- 47 a. New Jersey Commuter Bus garage to allow all commuter buses to remain
48 in Manhattan from the time they arrive for the inbound AM commute
49 morning until they pick up their passengers in the PM outbound commute.
50 Currently they return to New Jersey for storage and come back at 4 PM,
51 using precious traffic lanes, queuing and idling in front of residential
52 buildings and blocking traffic on city streets for hours. This operation
53 consumes every day a large number of NYPD traffic agents to control the
54 intersections. The City committed to build such a facility in the Final
55 Environmental Impact Statement of the Hudson Yards rezoning with a live
56 date of 2025, to alleviate various adverse impacts. (Another option would
57 be to move the Bus terminal to New Jersey and extend the subway to the
58 new facility).
59
- 60 b. A Tour & Charter Bus garage to allow buses bringing tourists to the city to
61 park and rest while they wait to go back and pick up their visitors at
62 shows, museums, or other attractions. While the growing tourism has
63 become a key ingredient of our economic strength the infrastructure to
64 bring such tourists has not been properly implemented. (Think Disney
65 World without bus parking). The current curbside spaces are routinely
66 oversubscribed, generating extensive cruising and idling. The City
67 committed to build such a facility in the Final Environmental Impact
68 Statement of the Hudson Yards rezoning with a live date of 2025, to
69 alleviate various adverse impacts.
70
- 71 c. A Terminal for Long Distance Discount Buses. This industry is growing
72 by 30% a year, but in New York, there are no facilities for arrival and
73 departures of such buses. The lines sometimes long of 1,000 passengers
74 overwhelm sidewalks, conflicts with residents and cause loss of customers
75 for adjoining retail stores. Boston, Washington and Philadelphia have all
76 organized a facility for these buses.
77
- 78 3. A new mass transit (rail/subway based) facility to bring New Jersey commuters to
79 Manhattan (replacement for the ARC project) and reduce the reliance on cars and
80 buses.
81
- 82 4. A Cross Harbor Freight Tunnel to reduce the volume of trucks that cross
83 Manhattan.
84
- 85 5. A Subway station on the # 7 line at 41st Street and 10th Avenue. The City
86 committed to build such a station in the Final Environmental Impact Statement of
87 the Hudson Yards rezoning with a live date of 2025, to alleviate various adverse
88 impacts.
89

90 cc DOT, MTA, PANYNJ

91 Elected

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