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CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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October 10, 2012

Ms. Lisa Daglian¹
New York Metropolitan Transportation Council
199 Water Street
22nd Floor
New York, New York 10038-3534

Re: Regional Transportation Plan 2040

Dear Ms. Daglian:

Manhattan Community Board 4 (MCB4) thanks you and the New York Metropolitan Transportation Council (NYMTC) for the opportunity to give our input to the Plan 2040.

MCB4 has seen an explosive growth in residents and businesses due to a number of recent rezoning. Such rezoning' full effect is far from complete with millions more square feet to be built in Hudson Yards. At the same time, 30% of the district's land remains dedicated to transportation uses with the Port Authority Bus terminal, Lincoln tunnel, Penn Station, FedEx, USPS and UPS occupying vast tracks of land and being heavy traffic generators.

The following projects should be included in the 2040 plan:

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

¹ Ms. Lisa Daglian is a member of Manhattan Community Board 4 and did not vote on this resolution item.

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

Sincerely,



Corey Johnson
Chair



Christine Berthet
Co-Chair
Transportation Planning Committee



Jay Marcus
Co-Chair
Transportation Planning Committee

Cc: Department of Transportation
Metropolitan Transportation Authority,
Port Authority of New York and New Jersey
Local Elected Officials