



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**COREY JOHNSON**  
Chair

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

May 1, 2013

Mr. Patrick J. Foye  
Executive Director  
Port Authority of New York & New Jersey  
225 Park Avenue South  
New York, New York 10003

**RE: West 44<sup>th</sup> Street between 9<sup>th</sup> and 10<sup>th</sup> Avenue bus traffic/parking/double parking**

Dear Mr. Foye:

Manhattan Community Board #4 requests that the Port Authority require the bus companies that use its facility obey New York City traffic rules and cancel the leases of bus companies that are scofflaws.

There has been a substantial increase in the number of commuter buses using the Lincoln Tunnel in the last several years. Many empty buses, typically entering from either the Lincoln Tunnel or parking spaces further south or west, enter the Port Authority between 4pm and 6pm each weekday to load passengers and then depart. Traffic regulations require empty buses to use "Through" or "Local Truck Routes" to arrive at the Port Authority. These routes include 8th, 9th, 10th and 11<sup>th</sup> Avenues and West 40<sup>th</sup> Street between the Tunnel Entrance and 11<sup>th</sup> Avenue and the entire length of West 42<sup>nd</sup> Street. Unfortunately, empty buses have begun to illegally use other residentially oriented streets within Community Board #4.

The residents of West 44<sup>th</sup> Street between 9<sup>th</sup> and 10<sup>th</sup> Avenue, a street of primarily older 4 story residential buildings, have been experiencing a substantial increase of empty buses on their street. These empty buses are using West 44<sup>th</sup> Street both as a travel street and for parking and double parking, frequently also illegally idling for over 3 minutes. The bus traffic and illegal parking/double parking increases congestion and makes a residential street seem more like a Bus ramp.

The West 44<sup>th</sup> Street Better Block Association documented the situation between 4pm and 6pm on Wednesday March 13. They made the following observations (and recorded them on video and camera);

- 59 empty buses travelled on this block during those 2 hours;
- 35 (59%) of those came north on 10<sup>th</sup> Avenue, turned onto West 44<sup>th</sup> Street for one block and then went South on 9<sup>th</sup> Avenue
- Several of the buses doubled parked and idled for a portion of these two hours

- 5 companies, all of whom have Gates at the Port Authority, account for 75% of the above illegal bus traffic, including
  - Academy Buses
  - Community Lines Jitney
  - NJ Transit
  - Trans Bridge
  - Martz

In addition to it being illegal and harming the quality of life on West 44<sup>th</sup> Street, this traffic also causes increased back up on 9<sup>th</sup> Avenue as buses turning from West 44<sup>th</sup> Street onto 9<sup>th</sup> Avenue often block the avenue and pedestrian crosswalk, since their turning radius tends to take up all traffic lanes on 9<sup>th</sup> Avenue and back-up traffic prevents them from completing the turn.

Manhattan Community Board #4 has advocated for the construction of an additional Port Authority garage near Dyer Avenue within our district. We have designated parking areas specifically for commuter buses. It is in that sense of partnership that we request that the Port Authority work with us to address this issue and urge The Port Authority to remind bus companies that utilize the Port Authority building about the requirement for empty buses to travel on designated Truck Routes and encourage the Port Authority not to lease to companies that frequently violate NYC traffic laws, particularly those that are crucial to enabling the Port Authority to co-exist with its neighbors.

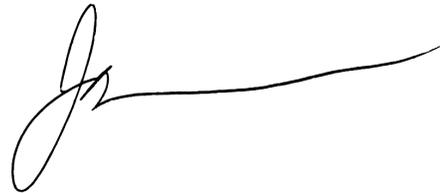
Sincerely,



Corey Johnson  
Chair



Christine Berthet, Co-Chair  
Transportation Planning Committee



Jay Marcus, Co-Chair  
Transportation Planning Committee