



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

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**CHRISTINE BERTHET**  
Chair

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District Manager

April 15, 2015

Thomas F. Prendergast  
Chairman and CEO  
Metropolitan Transportation Authority  
2 Broadway, 4<sup>th</sup> Floor  
New York, NY 10004

**Re: Addition of subway stop at W. 41 St. and Dyer Ave. to MTA capital Budget**

Dear Mr. Prendergast:

Manhattan Community Board #4 supports many of the enhancements included in the proposed \$32 Billion 2015 to 2019 MTA Capital Program. However, we are concerned that the Capital Program does not include any mention or proposed funding for the 41<sup>st</sup> Street and 10<sup>th</sup> Avenue station on the extended #7 train. It seems inappropriate to leave unmentioned a major element of a new subway extension. The 10<sup>th</sup> Avenue and 41<sup>st</sup> Street station is not just crucial for the increase in over 125,000 employees and over 20,000 residents anticipated in the area around the proposed station during the next several years, but for the overall NYC economic vitality. This station is also included in the region's long range transportation plan and therefore is recognized as an appropriate vision project that could move forward.

Since its creation in 1982 the MTA 5 Year Capital Program plans has led to over \$100 Billion dollars of improvements to the NYC Subway and Bus system, LIRR, Metro-North Railroad and Metro Bus service in its 14 county service region (NYC, Long Island, Westchester, Putnam, Rockland, Orange and Dutchess Counties in NY and Fairfield and New Haven Counties In CT). We appreciate that the 2015 to 2019 MTA Capital Program provides several substantial improvements to the NYC subway and bus system that are consistent with long-held MCB4 priorities and that will positively impact MCB4 residents' use of mass transit. Over half of the \$32 Billion program -\$17.5 billion - provide improvements to the NYC subway and bus system. Chief among these are 940 new energy efficient subway cars and 1,844 new more energy efficient buses with improved more expeditious handicapped access; additional SBS lines, putting elevators to add 11 new stations (to a total of 100 stations) to be handicapped accessible; and substantially increasing the number of train lines with both electronic direction/help stations and train time signs and announcements..

However, there is one glaring omission from the MTA capital budget – the build-out of the West 41<sup>st</sup> and 10<sup>th</sup> Avenue #7 subway stop. This stop was part of the original plan for the #7 subway extension but was not built because of lack of funds. The stop was one of the few community benefits from the Hudson Yards rezoning and redevelopment. During the last 10 years several thousand residents have moved into new buildings located within a ½ mile radius of the site, including new high rises on West 42<sup>nd</sup> Street, along 10<sup>th</sup> Avenue and between 10<sup>th</sup> and 11<sup>th</sup> Avenue north of West 42<sup>nd</sup> Street, with several additional in construction or being planned. Without this stop, the nearest subway stop for most of these buildings would be between ½ and 1 mile away, depending on location, at either 50<sup>th</sup> or 42<sup>nd</sup> and 8<sup>th</sup> Avenue.

Moreover, we are concerned about the lack of acknowledgement of the #7 line extension project in the MTA Capital document. While we understand that the project has been considered more of a New York City/Hudson Yards Development Corporation project than an MTA project, now that the extension to West 34<sup>th</sup> and 11<sup>th</sup> Avenue is close to opening, it is a part of the MTA system. As such, given the projections for increased use of the NYC mass transit system indicated in the MTA Capital Program, the inclusion of an additional subway stop in the underserved far west side of midtown would seem like a high priority. Building out this stop would be a real benefit to the community and likely attract a high ridership and would likely be more cost effective measure than building additional capacity through a new subway line.

We appreciate your consideration of this addition to the MTA 2015-2019 Capital Program.

Sincerely,



Christine Berthet  
Chair



Jay Marcus  
Co-Chair, Transportation  
Planning Committee



Ernest Modarelli  
Co-Chair, Transportation  
Planning Committee