



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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CHRISTINE BERTHET
Chair

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October 7, 2014

Polly Trottenberg
Transportation Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Re: Jitney Bus Operation and 42nd Street between Eighth and Ninth Avenues

Dear Commissioner Trottenberg,

Manhattan Community Board 4 (CB4) would like request the assistance of the Department of Transportation (DOT) in better regulating the Jitney bus operation on West 42nd Street between Eighth and Ninth Avenues outside of the Port Authority Bus Terminal. Currently three bus operators, Fuji, Galaxy, and Three Aces use locations on the north and south side of the street as curbside terminals. Although these operators have been using these locations for close to a decade they failed to apply for a permit from the DOT as required by provisions 04-01 and 04-10 in Section 4 of the Rules of the City of New York which requires 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.

The use of these Intercity Bus stops along West 42nd Street between Eighth and Ninth Avenues has grown so significantly in recent years that the sidewalk has become impassable for most pedestrians (particularly around commuting and after-theater hours). The bus operations block a designated bus lane which causes significant delays for the MTA M42 bus which has frequently been the winner 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 mid-block on Ninth Avenue between West 42nd and West 43rd Streets.

Furthermore, these buses are a safety concern for cars and pedestrians. The buses are frequently idling and double parked causing greater congestion on an already heavily congested roadway and creating unnecessary pollution. On their approach to the Lincoln tunnel these buses make a left turn on Ninth Avenue heading towards West 41st Street, which causes further backup on both Ninth Avenue and West 42nd Street.

CB4 appreciates the service these buses provide to commuters from New Jersey, but would like their operation to be better managed. First we would like them to submit their application to the DOT for the intercity bus permit, and we would like the help of the DOT and the New York Police Department (NYPD) to increase enforcement for operating without a permit. It has come

to the attention of CB4 that there is some confusion between NYPD and DOT regarding the status of the permit and the NYPD's ability to enforce the operation. CB4 requests that DOT send a letter to NYPD copying CB4 clarifying that these operators have not applied for a permit and that the NYPD should be enforcing the violation of provisions 04-01 and 04-10 in Section 4 of the Rules of the City of New York.

In addition to enforcement CB4 requests that the DOT consider the following locations for the bus operations when their applications are received:

Drop off locations (with direct access from Lincoln Tunnel)

- West 40th Street – (8/9) - SE corner of Ninth Avenue and West 40th Street, on West 40th Street 84' - Space for 1 Drop Off – Existing regulation: no standing – Taxi stand.
- West 40th Street –(8/9) - SW corner of Eighth Avenue and West 40th Street – 300 West 40th Street 68' – space for 2 Drop Off, Existing regulation: no standing- commercial.

Pickup locations (with direct access to Lincoln Tunnel)

- West 41st Street (Dyer/10th) – NW corner of Dyer and 41st, IFO MTA vents 82' - space for 2 pickup - Current regulation (private signs) : No standing except authorized vehicles (maybe left over from construction zone)
- West 41st Street – (7/8) – North side, in front of 219 West 41st Street, 88' – space for 2 pickups Existing Regulation: commercial.

These locations do not include layover. The buses should use existing layover locations in the western part of the neighborhood.

CB4 believes these recommended locations would allow the buses to operate better and more safely within our community.

Our community has been dealing with these bus operations for many years, and we hope that with the cooperation of the DOT, NYPD, and the bus operators, we can improve the situation for all involved. As always we thank you for your time and consideration.

Sincerely,



Christine Berthet
Chair



Jay Marcus
Co-Chair, Transportation
Planning Committee



Ernest Modarelli
Co-Chair, Transportation
Planning Committee