Bus Congestion on the West Side of Manhattan
• Hudson Yards Economic Impact

• ~120,000 direct jobs (and potential for another 120K of indirect jobs)
• ~$60B of tax revenue to the State and City (over 30 years)
• 26 million SF of Class A office space
  • 3-4x the office space that exists at Rockefeller Center
  • More than 65% of NYC’s existing Class A office space in 2011 is more than 50 years old
• 20,000 units of housing
• 3 million SF of hotels
• 2 million SF of retail
• 750 seat school
• 15+ acres of new parks and public open space
2014-2030: Creating Jobs in NY and a new mixed use district on the West Side of Manhattan

30% of the workforce lives in New Jersey

Increased Demand and Declining Capacity in Cross-Hudson Bus Transportation
Buses on Manhattan West side

• Over 8,000 bus trips daily bring 350,000+ commuters, long distance travelers and tourists to the West Side of Manhattan causing negative health impacts, safety and traffic congestion.

• The Hudson Yards development is rapidly shrinking the capacity to handle this volume due to loss of road space, parking lots and suitable curb space and increased volumes of pedestrians.

• The city will require 1,700 more buses to bring workers to the CBDs in and out of Manhattan in the next 20 years (ARC)

• This critical transportation activity conflicts and will eventually impede the development of the district as planned

• How will this problem be alleviated in the near term and resolved in the long term?
# Buses on Manhattan West Side

<table>
<thead>
<tr>
<th></th>
<th>Tour and Charter Buses</th>
<th>Long Distance Low Cost Buses</th>
<th>Commuter Buses</th>
<th>Commuter Jitneys</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Arrivals-Departures/day</strong></td>
<td>580</td>
<td>350</td>
<td>6873</td>
<td>640+</td>
</tr>
<tr>
<td><strong>Terminal Location</strong></td>
<td>No Terminal</td>
<td>Curbside 33/34 St, 11/12 Av.</td>
<td>Port Authority</td>
<td>Curbside 42 St.</td>
</tr>
<tr>
<td><strong>10 Year growth</strong></td>
<td>+12%</td>
<td>+57%</td>
<td>+4.6 %</td>
<td>n/a</td>
</tr>
</tbody>
</table>

6/6/14 Manhattan Community Board 4
Queuing and Idling – Port Authority buses Daily 30th to 40th St. on 10th Avenue

Watch the Video: http://youtu.be/6m-zO1xVwSk
## Bus Storage Requirements on Manhattan West Side

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<td>640</td>
</tr>
<tr>
<td><strong>Layover Duration</strong></td>
<td>9 hours</td>
<td>2 hours</td>
<td>8 hours</td>
<td>2 hours</td>
</tr>
<tr>
<td><strong>On-street Layover Location</strong></td>
<td>curbside</td>
<td>33/34 Streets, 11/12 Av.</td>
<td>few parking lots, mostly New Jersey</td>
<td>illegal 38/45 Streets</td>
</tr>
<tr>
<td><strong>Peak Hour</strong></td>
<td>3 - 7 pm</td>
<td>3 - 5 pm</td>
<td>4 - 8 pm</td>
<td>4 - 8 pm</td>
</tr>
<tr>
<td><strong>Storage capacity required</strong></td>
<td>290</td>
<td>85</td>
<td>1500+</td>
<td>120?</td>
</tr>
</tbody>
</table>
LOSS OF TOUR AND CHARTER BUS PARKING 2010-2014

-50% AND COUNTING
2,000 buses parking = 10 blocks or 15 story garage
Total Passengers – Entering and Leaving the Hub Midtown - New Jersey*

- **Bus - LT**
- **Path Upt.**
- **Amtrak/ NJT**

*On a fall business day, NYMTC*
## Regional Growth 2012/2005

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Jersey</td>
<td>+2.8%</td>
<td>-3.56%</td>
</tr>
<tr>
<td>New York</td>
<td>+1.8%</td>
<td>+4.62%</td>
</tr>
</tbody>
</table>

6/6/14

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Highly Adaptable Local Service

- No infrastructure costs
- Serves residential growth
New Buses Services

Point to point service, Adjusting to demand Based on real time usage

Bridj is the world's first smart transit system which uses big data and awesome shuttles (WiFi!) to adjust to your individual commuting needs. Scroll down to
Expanding CBDs’ Economy with rapidly shrinking transportation resources

Hudson Yards Residential Projects will reduce existing parking and available curbside in the area to 0.

Parking demand exceeds 2000 at peak hour.

Area in top quartile of asthma emergency room visits for 10-19 old.

Hudson Yards Project to add 120,000 jobs. In the city 30% of jobs are filled by NJ residents.

Job growth higher in NY, while population growth higher in NJ.

1,700 buses daily needed to bring workers to CBD.

6/6/14

Manhattan Community Board 4
We Need Help

• Stakeholders concerns
• Areas of responsibilities
• Short term initiatives
• Long term initiatives
• Next Steps
Documentation

- Video of buses accessing Port Authority Bus Terminal: http://youtu.be/6m-zO1xVwSk
- 2010 Tour And Charter Bus study: http://tinyurl.com/plj5yrz
- 2009 study of Long Distance Low Cost Buses: http://tinyurl.com/ld7h2bl
- Current Map of Curbside Bus Parking: http://tinyurl.com/kq5c8qr
- Full Study of # 7 Extension: http://tinyurl.com/o3x5l6h
- Presentation: http://tinyurl.com/omogz73
- Manhattan CB4 Resolution: http://tinyurl.com/mf6gjxu
- Real Estate Board of New York Opinion: http://tinyurl.com/mwv93rq