



THE CITY OF NEW YORK  
OFFICE OF THE PRESIDENT  
BOROUGH OF MANHATTAN

**MANHATTAN BOROUGH PRESIDENT GALE A. BREWER  
TESTIMONY TO THE MTA NYCT REGARDING PROPOSED CHANGES TO BUS  
SERVICE ON THE M8, Q31, AND Q77, AND PROPOSED NEW M12 AND X21 BUS  
SERVICE  
MAY 14, 2014**

Thank you for the opportunity to testify regarding the proposed changes to service on the M8 and proposed new M12 and X21 bus service that affect New Yorkers who live in, work in, and visit the borough of Manhattan. I would like to briefly speak about the pros and cons of each new bus line, and conclude by echoing the collective voices of my constituents and transit advocates.

I join elected officials, community members, and residents when I say thank you for making an effort to create an open dialogue about mass transit. I applaud the efforts of the MTA to more effectively serve the people of New York City through expanding bus service. I am aware that our city's population is growing, resulting in changing needs for mass transit.

In terms of weekend M8 bus service, I know that the lower Manhattan community was upset when weekend service was suspended. Many seniors and vulnerable New Yorkers had no way to get across town on the weekends aside from having to walk to a subway or transfer to several buses. Without the M8 on the weekends, there would be a 14 block distance between other cross town buses in the neighborhood: the 21 on Houston or the 14A on 14<sup>th</sup> Street. This sort of distance is difficult for New Yorkers who need to travel on the weekends for necessary services. I applaud the MTA's implementation of experimental weekend service of the M8 bus starting this past April and I urge you to make the service permanent in light of the needs of the community, echoing the opinions of Community Boards 2 and 3.

Regarding the M12 proposed bus service, I would like to thank the MTA for making this a community involved process. I can see from the original proposal to the current proposed route that you listened to the needs of the community, some of which were memorialized in a resolution from Community Board 2's Traffic and Transportation Committee on September 25, 2013. The proposed new M12 route will operate between Columbus Circle and the West Village, and will bring much needed local bus service to the far west side of Manhattan. For years, Community Board 4 has called on the MTA to provide such a route to accommodate the uptick in population caused by the 2005 Hudson Yards and West Chelsea rezoning. MTA should be applauded for adhering to the demand and making this necessary adjustment. Thank you for amending the route so that it does not go below 14<sup>th</sup> street and duplicate other bus routes and create unnecessary congestion on streets such as Washington Street.

I, however, am concerned about the proposed operating hours and travel frequency. The M12 bus is slated to run only every 30 minutes from 7am to 10pm, daily. Such limited service will have an adverse effect on local commuters, who will think twice before utilizing this route. Ridership statistics will not accurately reflect demand which will likely result in service interruptions in the near future. I know that the MTA feels that a more frequent M12 bus schedule is not necessary at this time but I request that you consider more frequent service.

That leads me to my next point about the quality of service of the M11 bus. I want to first thank you for the creation of a new stop for the M11 at the request of Community Board 4 at 10<sup>th</sup> Avenue and West 40<sup>th</sup> Street. But even with this addition, my office has received lots of complaints from riders regarding the lack of frequent service on the M11 bus. Community Board 4 has sent two letters to the MTA regarding these issues, in addition to requesting bus shelters due to the high wait times along the M11. Riders tell me that the M11 bus is unreliable, it is delayed, and that more M11 buses are needed. I also know that in the evenings the M11 does not go beyond 132<sup>nd</sup> Street & Broadway therefore not servicing Riverbank State Park at 145<sup>th</sup> Street that closes at 10pm. The 132<sup>nd</sup> Street and Broadway stop is around a 12 minute walk and there is no other direct mass transit way to access the park without the M11.

Thank you for the opportunity to speak on these issues.