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Gale A. Brewer, Borough President

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Scoping Comments of Manhattan Borough President Gale A. Brewer Port Authority Bus Terminal

I am Manhattan Borough President Gale Brewer and I am here to advocate for a new bus terminal that brings benefits to commuters as well as the neighboring community.

In April 2016, I, along with several other elected officials, joined hundreds of community residents in urging the Port Authority to avoid use of eminent domain in its plans for a new bus terminal. I am pleased to see that the Port Authority has begun to seriously consider a build-in-place option, which could eliminate that possibility. Furthermore, I am in favor of a build-in-place option because in addition to reducing the need for eminent domain, it allows for existing bus operations to continue during construction—and this project is slated to take a long time.

I am also pleased to see that the Port Authority is taking into consideration some of the recommendations outlined in the 2016 Trans-Hudson Commuting Capacity Study, including using new technology to better manage bus operations and creating more efficient staging and storage of buses that are not conducting trips. We cannot have a new facility that is worthy of the City of New York without state-of-the-art technology and operations resources.

Additionally, in selecting a proposal for the new terminal, I urge the Port Authority to take the following objectives into consideration:

1. ***Impacts on the built environment***, especially as they pertain to the area immediately surrounding the new bus terminal facilities, need be positive. The neighborhood immediately surrounding the Port Authority Bus Terminal has been drastically altered and ripped apart to accommodate ramps to and from the bus terminal. I am aware that the potential for private development on Port Authority land at and around the site is not being included in this scoping process. However, in conjunction with a new terminal, the Port Authority should undo the previous damage by creating affordable housing and open space. I believe that you have a *duty* to explore that opportunity and you should work with the community and coordinate with the appropriate city officials and agencies as you develop your plan;
2. ***Remediating long-term environmental impacts*** from bus pollution must be a goal of a new facility. The benchmark cannot be the status quo; the Port Authority needs to ensure that the new bus terminal provides *much better* air quality to the surrounding area than is currently the case;
3. ***The new bus terminal needs to include retail and street activation***. I don't want to see another brick wall extending the entire length of West 40th Street. I want to see shops—and not just the national chains, but mom-and-pops. In addition, any staging or temporary

facilities that are built during construction must be planned in a manner that ensures that local businesses do not lose revenue; and

4. ***The integration of curbside-intercity buses***—whether as part of the new terminal or a broader transit plan—needs to be addressed. Every day there are myriad buses that pick up and drop off commuters all around Hell’s Kitchen. This activity disrupts not only daily life in the neighborhood but also the fabric of the neighborhood itself.

The Port Authority has a responsibility to balance the need for a modern facility that serves commuters with the needs of the community. Since that town hall in 2016, you have done a great job of keeping the community and electeds engaged in this issue, and I look forward to working closely with you to ensure that the new terminal strikes this balance.

Thank you for the opportunity to provide comments.