



THE COUNCIL
OF
THE CITY OF NEW YORK
CITY HALL
NEW YORK, N. Y. 10007

CAROL GREITZER
COUNCIL MEMBER, 3RD DISTRICT, MANHATTAN
51 CHAMBERS STREET, ROOM 429
NEW YORK, N. Y. 10007
DI 9-2466

CHAIRWOMAN
CONSUMER AFFAIRS COMMITTEE
COMMITTEES:
ENVIRONMENTAL PROTECTION
FINANCE

January, 1985

Dear Friend;

Enclosed is a copy of my press release which outlines plans by the Transit Authority to reduce bus service in the Village and throughout lower Manhattan.

In order to prevent these actions, and to obtain increased services, I am organizing a petition campaign in the Village to impress the TA of the need for expanded service. Towards that end, I am sending you copies of a petition form to be circulated within your group or association or placed in a common area where signatures can be obtained. These petitions will be presented to the TA to emphasize the concerns of Villagers regarding these proposals.

Your cooperation in distributing and collecting the petitions and forwarding them to my office will be greatly appreciated and will help send the message to the Transit Authority that Villagers will not tolerate cuts in their bus service. When the petitions are filled, mail them to my office at 51 Chambers Street, Rm. 429, NY, NY 10007.

If there are any questions or other information I can provide, please contact my office.

Thank you for your help in this matter.

Sincerely,

Carol Greitzer
Carol Greitzer
Council Member

ENCL.

Councilwoman Carol Greitzer

News Release

51 Chambers Street / New York, N.Y. 10007
(212) 349-2466

1/11/85

GREITZER ATTACKS TA BUS CUTS FOR VILLAGE AREA

Lower Manhattan, which already suffers from reduced bus service, stands to be the big loser if the recommendations of the TA's "Manhattan Transit Service Sufficiency Study" go into effect, according to Councilwoman Carol Greitzer. Greenwich Village and the Lower East Side will be the most short-changed areas in Manhattan, the Councilwoman charged in revealing details of a study that will negatively affect 130,000 daily riders.

"The proposals included the loss of not one -- but two -- different bus routes now terminating in Abingdon Square, severe cuts in Fifth Avenue service below 23rd Street, increased headways on the 8th Street and 23rd Street crosstowns, fewer 14th Street crosstown buses and the elimination of the #8 in the Delancey Street vicinity and the #9 which currently travels between lower Manhattan and Union Square," said Councilwoman Greitzer.

"I am asking the TA to scrap these proposals and, instead, sit down with me, the other elected officials and community groups to develop a more relevant plan -- one that does not downgrade lower Manhattan," she said.

Greitzer said she was appalled by the TA's problem-solving techniques. "They got complaints that there were too many buses with idling motors at the Abingdon Square terminal. But instead of moving some buses to another terminal and enforcing the law against idling, the TA simply eliminated two bus lines that end at Abingdon Square -- the 7th Avenue (#10) bus and the 14th Street crosstown. The TA said that it's only four blocks from the Square to the subway, but they forget that people in the Westbeth and West Village Houses vicinity live several blocks farther west and south of this terminal."

She said that these residents would also be hurt by the TA's proposal to eliminate the Houston Street spur of the #10 which runs down 7th Avenue to Houston Street and then goes north on Hudson Street, as well as by planned increases in headways on the 8th Street crosstown which will go from the present 9 minutes to 15.

"These changes will mean that every West and South Village rider will face decreases in their service," said Councilwoman Greitzer who noted that it was she who first suggested routing 14th Street service in Abingdon Square area 15 years ago. "MABSTOA officials told me then they were delighted with this service because it brought in so much additional revenue."

MORE

The Councilwoman also noted that while these cuts are being proposed for lower Manhattan, service in the northern part of the Borough is slated to be improved. Furthermore, despite the fact that these changes supposedly resulted from surveys of passengers and consultations with Community Boards (though not with elected officials), Greitzer pointed out that a prime request of Community Board 2 for an extension of the Fifth Avenue #2 to Houston Street was ignored by the TA. This extension would have provided access to the upper Madison-Fifth Avenue area for South Village residents. The TA not only rejected pleas for improved service at Houston Street, but will actually cut service by increasing headways and reducing the number of buses.

Greitzer charged that Fifth Avenue service (the principal focus of the TA's proposals) is worse than it appears to be on paper because of previous changes in bus stop arrangements in midtown. Whereas in the past, Villagers could get the #'s 1, 2, 3, and 5 buses at the same spot in midtown, the bus stops are now divided so that no single stop serves all four routes. Passengers have to choose where to stand and may lose 50% of their chances of getting a bus to take them all the way to 8th Street.

"It's particularly annoying when you are waiting at night in cold weather to have missed a bus because you can't run a half block to get the one that's coming. It is definitely unfair to elderly and disabled passengers - but even a fast sprinter could not possibly catch a bus if there were no one waiting at the adjacent bus stop, because the bus won't stop.

"I am asking that as a first step, the TA order its Fifth Avenue buses to make all stops at night if there are passengers waiting." Greitzer explained that it is the presence of so many express bus stops on Fifth and Madison that led to dividing local bus service in this way. "I do not see why Manhattan bus riders who are already inconvenienced by decreasing service should be forced to endure this outrageous situation," she said.

To add insult to injury, the TA is proposing a new Fifth Avenue route that will terminate at 23rd Street. "Villagers waiting in midtown already are annoyed that half the buses seem to have their runs shortened to 23rd Street, instead of going through to 8th or Houston Streets. It is obvious that the TA is only concerned about service in the midtown areas, and could care less about the growing population in downtown Manhattan."

Greitzer contended that the passenger survey from which many of these new proposals allegedly derive contains several flaws.

"The survey ignored potential riders who do not currently use bus service because it is already too inconvenient, but who might with service improvements, as well as those from planned residential developments in the Village, at Union Square and other projects that are certain to add passengers. Moreover, it assumes that current problems do not exist. When the TA proposes to increase headways 2 or 3 minutes, it assumes current headways are accurate. But as passengers now report 10 to 15 minute waits for buses, these proposals will undoubtedly mean waits of up to a half hour. This is simply intolerable," she said.

Greitzer said she planned to recommend that service cuts to Abingdon Square be restored. She said she would also ask for a reduction in the planned headway for the 8th Street crosstown and restoration of the #9 to provide service from Union Square to the Lower East Side.

She added, "The idea of creating a 'Fifth Avenue corridor' is a good one, but if northern Manhattan gains service through looping runs, than lower Manhattan deserves the same treatment." She called on the TA to study dividing bus service into three zones with Northern, Southern and Central divisions that would provide good, reliable service to all areas of the borough.

MORE

The following are the changes recommended by the report:

- * M8-Grand/Broome Street Crosstown--Eliminate all service.
- * M9-Lower East Side route-Stuyvesant Square to Chinatown--Eliminate all service.
- * M10-7th/8th Avenue with spurs to Abingdon Square, Houston Street, 6th Avenue & W. 3rd, and the World Trade Center--Eliminate spurs to Abingdon Square, Houston St., and 6th Avenue.
- * M13-8th/9th Street Crosstown--Increase headways from 9 to 15 minutes in both directions.
- * M14-14th Street Crosstown with service to Lower East side and Abingdon Square--Propose to divide route into two parts (14A and 14D)--eliminate service to Abingdon Square, cut back on stops to Lower East side.
- * M21-Houston Street Crosstown with Service to Bellevue Hospital--Increase headways by 2 to 3 minutes, rejected request to extend route to 34th Street for convenient connections.
- * M22- Chambers/Madison Street Crosstown--Eliminate several Western terminal stops which provide service to new Manhattan Community College and to new Battery Park City developments.
- * M26-23rd Street Crosstown--Increase headways by 2 to 3 minutes.
- * M104-Broadway Line from 125th St. to 42nd & 1st Avenue--Eliminate rush hour, Northbound spur along 6th Avenue to 59th Street.
- * M1, M2, M3, M4, M32-Fifth/Madison Avenue corridor--Most of proposals based on trying to improve this corridor. Plans for merging some route through central business district while creating separate parts for areas north of CBD. Cutting back on buses continuing South below 23rd Street.

Lower Manhattan is a Big Loser in New TA Bus Service Plan Says Village City Councilmember Greitzer

Lower Manhattan, which already suffers from reduced bus service, stands to be the big loser if the recommendations of the TA's "Manhattan Transit Service Sufficiency Study" go into effect, according to Village Council member Carol Greitzer. Greenwich Village and the Lower East Side will be the most short-changed areas in Manhattan, Greitzer said last week while reviewing details of a study that she says will negatively affect 130,000 daily riders.

Greitzer said these are among the results that implementation will mean: loss of two different bus routes now terminating in Abingdon Square; severe cuts in Fifth Avenue service below 23rd Street; increase length of time between buses (headways) on the 8th Street and 23rd Street crosstown routes; fewer 14th Street crosstown buses; and the elimination of the No. 8 bus in the Delancey Street vicinity and the No. 9 which currently travels between lower Manhattan and Union Square.

"I am asking the TA to scrap these proposals and, instead, sit down with me, the other elected officials and community groups to develop a more relevant plan—one that does not downgrade lower Manhattan," she said.

Greitzer said she was appalled by the TA's problem-solving techniques. "They got complaints that there were too many buses with idling motors at the Abingdon Square terminal. But instead of moving some buses to another terminal and enforcing the law against idling, the TA simply eliminated two bus lines that end at Abingdon Square—the Seventh Avenue (No. 10) bus and the 14th St. crosstown. The TA said that it's only four blocks from the Square to the subway, but they forget that people in the Westbeth and West Village Houses vicinity live several blocks farther west and south of this terminal."

She said that these residents would also be hurt by the TA's proposal to eliminate the Houston Street spur of the No. 10 which runs down Seventh Avenue to Houston Street and then goes north on Hudson Street, as well as by planned increases in headways on the 8th Street crosstown which will go from the present 9 minutes to 15.

"These changes will mean that every West and South Village rider will face decreases in their service," said Greitzer, noting that it was she who first suggested routing 14th Street service into Abingdon Square area 15 years ago. "MABSTOA officials told me then they were delighted with this service because it brought in so much additional revenue."

Greitzer also noted that while these cuts are being proposed for lower Manhattan, service in the northern part of the Borough is slated to be improved. Despite the fact that the TA says these changes resulted from surveys of passengers and consultations with Community Boards, she points out that a prime request of Community Board 2 for an extension of the Fifth Avenue No. 2 to Houston Street was ignored. This long-sought exten-

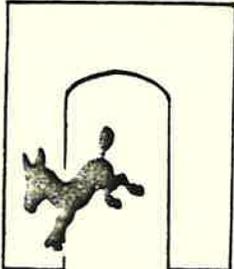
sion would have provided access to the upper Madison-Fifth Avenue area for South Village residents. The TA not only rejected pleas for improved service at Houston Street, but will actually cut service by increasing headways and reducing the number of buses.

Greitzer charged that Fifth Avenue service (the principal focus of the TA's proposals) is worse than it appears to be on paper because of previous changes in bus stop arrangements in midtown. Whereas in the past, Villagers could get the No's. 1, 2, 3 and 5 buses at the same spot in midtown, the bus stops are now divided so that no single stop serves all four routes. Passengers have to choose where to stand and may lose 50% of their chances of getting a bus to take them all the way to 8th Street.

"The survey ignored potential riders who do not currently use bus service because it is already too inconvenient, but who might with service improvements, as well as those from planned residential developments in the Village, at Union Square and other projects that are certain to add passengers. Moreover, it assumes that current problems do not exist. When the TA proposes to increase headways two or three minutes, it assumes current headways are accurate. But as passengers now report 10 to 15 minute waits for buses, these proposals will undoubtedly mean waits of up to a half hour. This is simply intolerable," she said.

Greitzer says she plans to recommend that service cuts to Abingdon Square be restored. She said she would also ask for a reduction in the planned headway for the 8th Street crosstown and restoration of the No. 9 to provide service from Union Square to the Lower East Side.

INDEPENDENT

VILLAGE  DEMOCRATS

RESOLUTION OPPOSING BUS CUTS IN GREENWICH VILLAGE

WHEREAS, The Transit Authority's "Manhattan Transit Service Sufficiency Study" proposes substantial reductions in bus service in lower Manhattan including:

- (1) loss of two bus routes now terminating in Abingdon Square,
- (2) severe cuts in Fifth Avenue service below 23rd Street,
- (3) increased waiting time on the 8th Street and 23rd Street crosstown buses,
- (4) fewer 14th Street crosstown buses,
- (5) elimination of the #8 bus in the Delancey Street vicinity and the #9 bus which travels between lower Manhattan and Union Square; and

WHEREAS, These proposed changes will decrease bus service for every West and South Village rider; and

WHEREAS, Reduction in any mass transportation will inevitably lead to increased traffic congestion and further deterioration of air quality as a result of ultimate use of automobiles; and

WHEREAS, Service in the northern part of Manhattan is slated to be improved at the same time these unfair cuts are being proposed for Greenwich Village and lower Manhattan; and

WHEREAS, the passenger survey on which many of the proposals allegedly derive contain several flaws; and

WHEREAS, Community Boards 2, 3, 4, and 5, and other community organizations have not been involved in developing this proposal for service cuts;

NOW THEREFORE BE IT RESOLVED, that the Village Independent Democrats strongly urges improvements rather than the reductions in bus service in Greenwich Village and lower Manhattan proposed by the Transit Authority, and

BE IT FURTHER RESOLVED, that the Village Independent Democrats demands that the Transit Authority take no action on the proposed bus service reductions until Community Boards 2, 3, 4, and 5 have held hearings on this matter.

Approved by the membership: February 13, 1985

Richard Hartzman, Richard Willstatter; Co-chairs, Environmental Committee

Presented Traffic, Transit + Waterfront Comm. on 3/5/85 by Keith Crandell

REDUCTIONS IN BUS SERVICE

The Transit Authority's "Manhattan Transit Service Sufficiency Study" proposes substantial reductions in bus service in Lower Manhattan, including several cut-backs affecting service in the Community Board 2 area.

These service reductions are proposed at a most inopportune time. Subways, the other element of the city's mass transit system, are in a state of crisis. Meanwhile, the city is under Federal mandate to improve air quality by reducing automobile congestion. Loss of bus service, of course, can only increase automobile congestion.

The committee proposes the following resolution:

Whereas, the Transit Authority's "Manhattan Transit Service Sufficiency Study" proposes to reduce bus service significantly in Lower Manhattan, including:

- o Loss of two routes terminating at Abingdon Square
- o Severe cuts in Fifth Avenue service south of 23rd Street
- o Increased waiting time on the Eighth Street/Tenth Street crosstown line
- o Reduction in 14th Street crosstown service
- o Elimination of the #8 bus between Union Square and Lower Manhattan

And whereas, proposed changes will decrease bus service for community residents as well as visiting tourists and shoppers,

And whereas, service in Northern Manhattan is scheduled to be improved at the same time reductions are being proposed for Lower Manhattan,

And whereas reductions in bus service will cause further deterioration in air quality as a result of added automobile congestion in high-traffic Lower Manhattan areas which are centers of the city's business, cultural, tourist, and entertainment activities,

And whereas, these service reductions have been advanced without appropriate community-based hearings,

*And whereas the ~~depression and population~~ of Lower Manhattan are growing at a steady rate,
residential, tourist and commercial activity*

Now therefore be it resolved that Community Board 2 strongly opposes TA proposal to reduce Lower Manhattan bus service, and urges instead that the TA put its emphasis on improving and enhancing mass transit services for the highly trafficked Lower Manhattan area.

And be it further resolved that Community Board 2 insists that the Transit Authority hold appropriate public hearings in the affected communities before taking such drastic action affecting thousands of riders, local commerce, and the air quality and health of the public.

And be it further resolved that Community Board 2 circulate this resolution to other Community Boards in the affected area, asking for their support on this matter.