

Port Authority Bus Terminal International Design + Deliverability Competition

**Panel Report
Martin Wachs, Chair
October 20, 2016**

The Design + Deliverability Competition

The submissions are illustrative ideas to inform stakeholders, planners and policymakers as they consider options for the future of the PABT.

All typical planning and regulatory processes and required reviews are still to be addressed (e.g., scoping, alternatives analysis, environmental impact review, public engagement, federal/state/local requirements, etc.) and will be done in the context of an official planning authorization by the Port Authority.

Panel Process

- Reviewed 15 Submissions in Phase I
- Selected 5 finalists for Phase II
- Met frequently by conference call and in person for five days
- Toured the PABT and neighboring community
- Briefed by Port Authority staff and reviewed background reports
- Independently reviewed Competitors' final submissions against fourteen Design + Deliverability objectives
- Interviewed each finalist team
- Reviewed public and stakeholder comments from Competition website and letters/statements from community boards and other stakeholders
- Collectively deliberated on Competitors' submissions and performed a comparative analysis

“Tradeoffs”

Balancing Facility Footprint and Height

- Even with network improvements and terminal efficiencies, the new terminal must be large enough to handle demand growth
- Many terminal floors decrease bus operating efficiency
- Fewer levels increase the footprint & community impact

Bus Storage & Staging is Critical to Reliability

- Direct connections nearer to gates allow efficient “just-in-time” bus delivery, but necessitate a larger facility
- Locating parking/staging elsewhere decreases operating efficiency and increases community intrusion
- Some mix of bus parking in each state will strike a balance for terminal design and serve carrier interests to balance vehicle deployment

Network Improvements by Others

- A new #7 subway station at 41 St. & Tenth Ave. would enhance the value of several submitted concepts, but cannot be assumed to happen without a funding plan

“Tradeoffs” (continued)

Achieving Proximity to Traveler Origins and Destinations

- A location as close as possible to the site of the existing terminal would maximize access to the origins and destinations of travelers and provide good mass transit connections
- Proximity to the existing terminal could require infrastructure that could affect nearby residences and businesses, and limit development opportunities for Port Authority property

Single vs. Multiple Terminals

- A combined Intercity & Commuter Bus Terminal is favored by bus operators and offers some operating advantages in gate sharing to balance peak operations
- Separating the Intercity & Commuter operations reduces the footprint of each terminal and related community impact, while offering opportunities to phase capital investment over time

“Tradeoffs” (continued)

Welcoming Technology Realistically

- A new terminal is an opportunity to promote technological advances in buses and operations, but risks of unproven new technology could degrade the customer experience

Concerns About the Customer Experience

- Increased pedestrian access times and diminished transit connections with western locations
- Added travel time from higher terminal designs with winding ramps on smaller footprints
- Passenger space required at gates with high turns per gate per hour

Arcadis of New York, Inc.



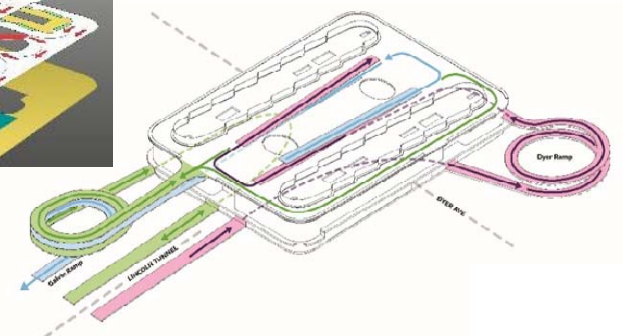
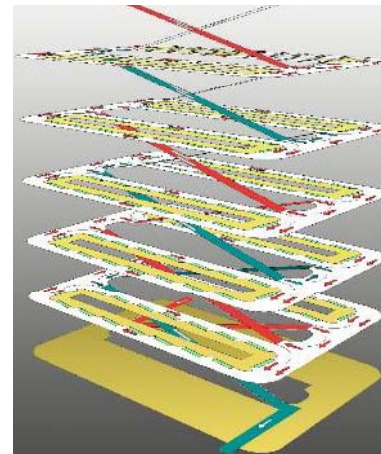
Team Members

- Arcadis
- CallisonRTKL
- Bentham Crouwel Architects
- Sam Schwartz Trans. Consultants
- PMA Consultants
- IMG Rebel
- Real Estate Solutions Group
- A.G. Consulting Engineering
- AI Engineers
- Clearcell Power
- DHC
- LERA
- Redland Strategies
- Siemens Industry, Building Technology
- Stellar Services
- Timothy Haahs & Associates
- Techno
- Tully Construction Company

The Arcadis Submission

Features

- Proposes location West of 9th Ave. on Port Authority property
- Modest footprint
- Intercity bus gates on seventh level
- Repurposes existing Greyhound vehicular tunnel for pedestrian circulation



Archilier Architecture Consortium



Team Members

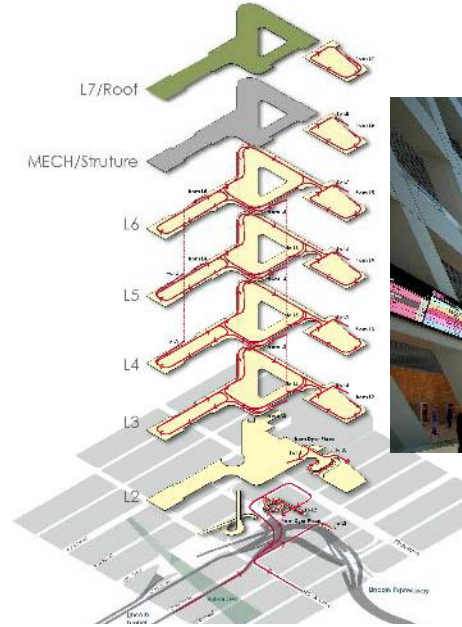
- Archilier Architecture
- Langan
- CTA Consultants/DH Group
- LERA
- AFK
- W Architecture & Landscape Architecture
- Jones Lang LaSalle
- Suffolk Construction Company
- Lerch Bates



The Archilier Submission

Features

- Proposes location West of 9th Ave.
- Large footprint & massive façade
- Requires some property acquisition
- Incorporates bus staging on each operating level
- Rooftop public park



Hudson Terminal Center Collaborative



Team Members

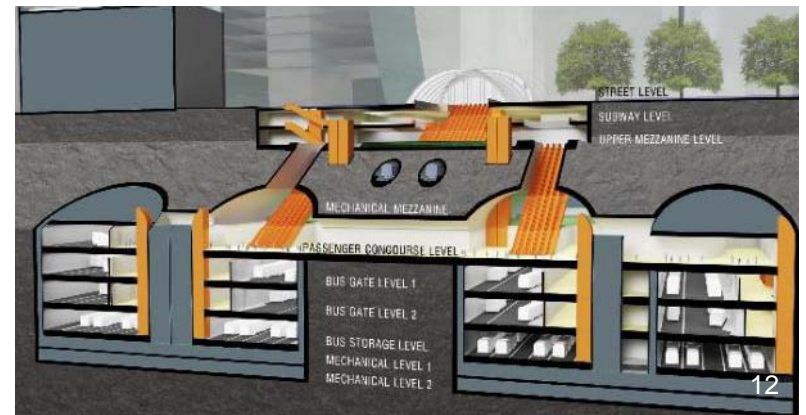
- STV Incorporated
- AECOM USA, Inc
- Skidmore, Owings, & Merrill LLP
- McMillen Jacobs Associates, Inc
- Mueser Rutledge Consulting Engineers
- CBRE, Inc.
- CIBC World Markets Corp.
- James Lima Planning and Development
- Duke Geological Laboratory



The Hudson Terminal Center Collaborative Submission

Features

- Proposes facility entirely underground, deep below the existing terminal footprint
- Highest estimated capital construction cost
- Requires acquisition of private parcels for construction/ventilation shafts
- Accessible to midtown locations & public transit



Pelli Clarke Pelli Architects



Team Members

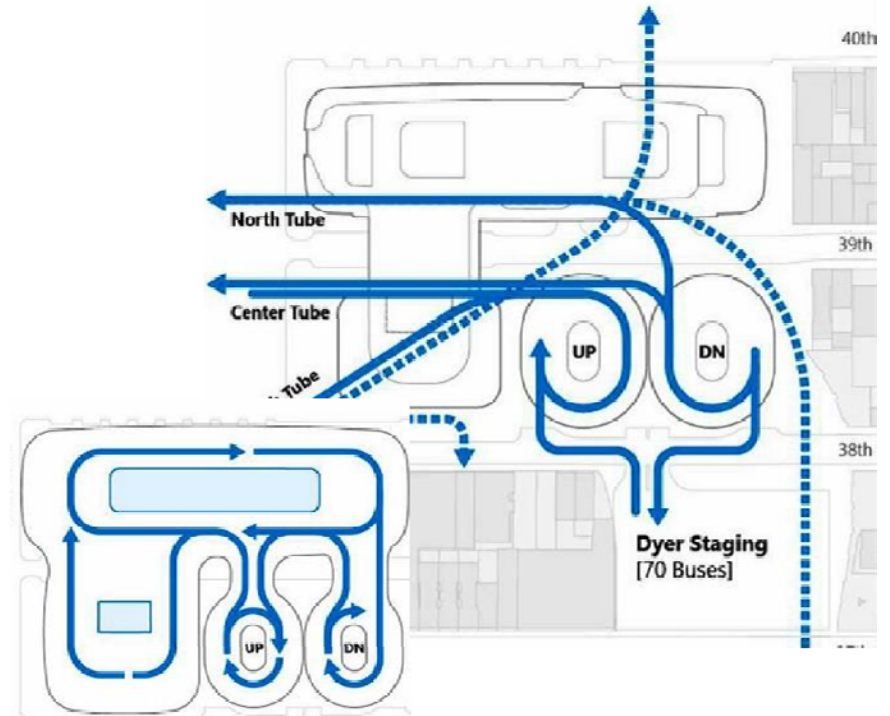
- Pelli Clarke Pelli Architects
- BuroHappold
- Nelson/Nygaard
- Stantec
- Turner Construction Company
- AREP Ville
- eDesign Dynamics
- Mueser Rutledge
- BJH Advisors
- DVS Security Consulting
- WXY
- OasesRE
- Shen Milsom & Wilke
- Hinman
- Cline Bettridge Bernstein Lighting Design
- Bureau Mijksenaar USA



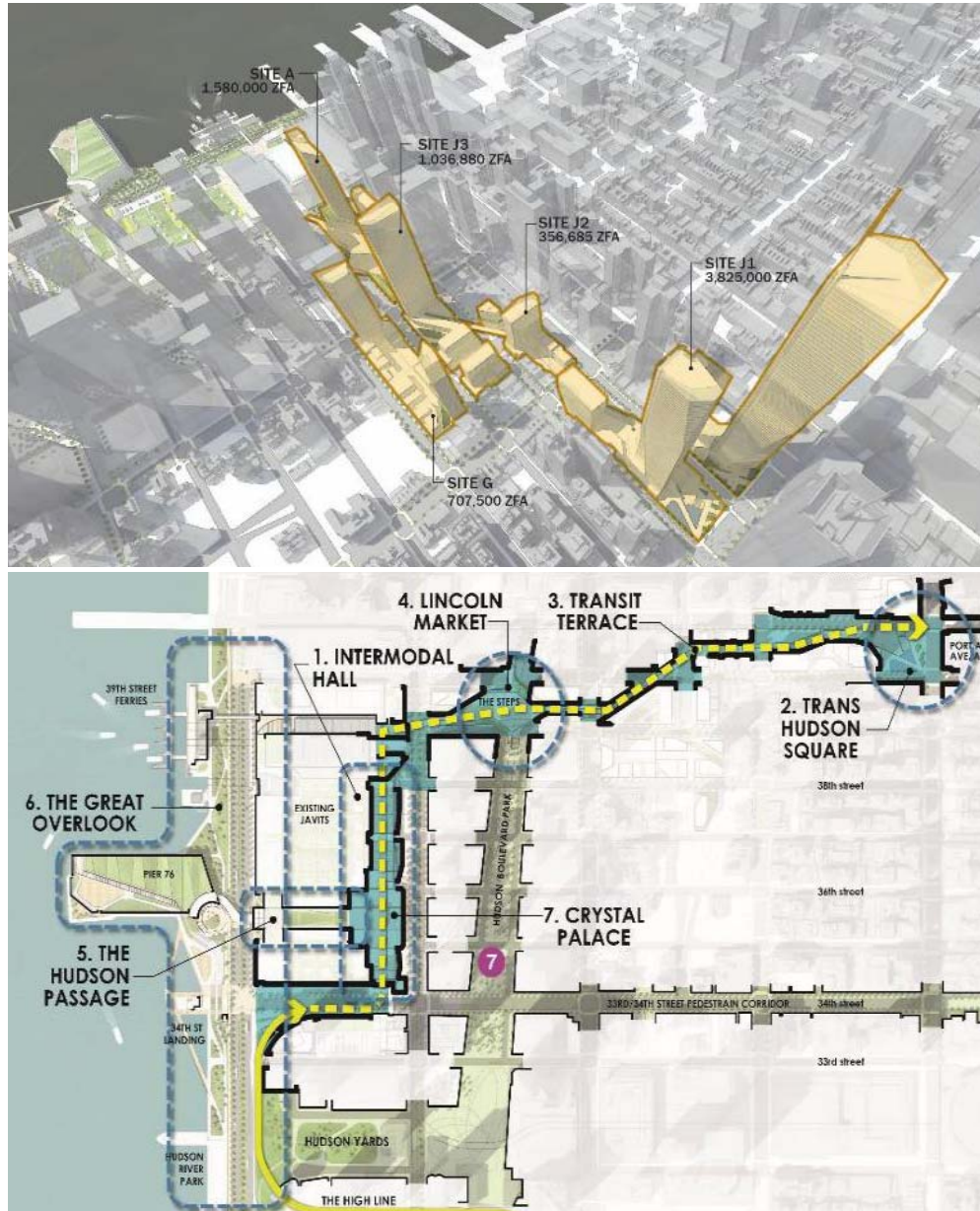
The Pelli Clarke Pelli Submission

Features

- Proposes location West of 9th Ave. on Port Authority property
- Highly compact footprint
- Proposed a commuter bus terminal only; assumed Intercity Terminal elsewhere
- Promoted advanced technology, including new bus fleet, to achieve fewer gates
- Requires Lincoln Tunnel Center Tube dedicated to buses only in AM/PM peak hours



Perkins Eastman



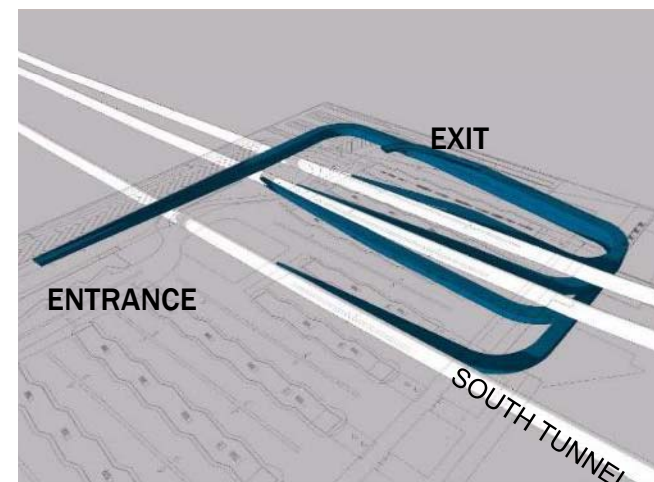
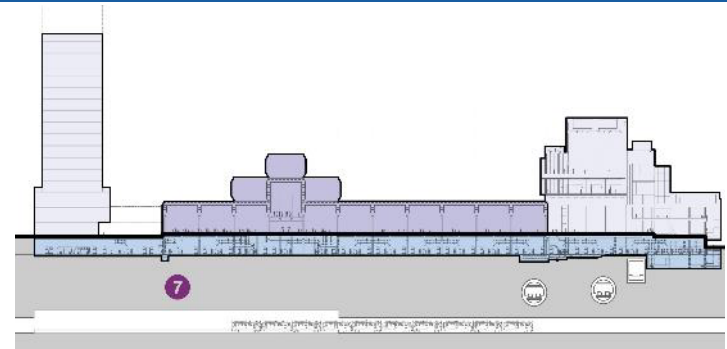
Team Members

- Perkins Eastman
- ARUP
- Mikyoung Kim Design
- Washington Square Partners
- VJ Associates
- Conventional Wisdom

The Perkins Eastman Submission

Features

- Proposes locating new Terminal within the existing Javits Convention Center lower level
- Proximate to Hudson Yards #7 subway terminal; long distance to other transit connections & midtown addressed by moving sidewalks
- Bus operations & storage on large floor area & few floors; long in-terminal distances for customers
- Requires new NYC ramps from Lincoln Tunnel prior to current tunnel portals



Suggestions of the Panel

Consider early actions to augment bus parking & staging before completing new Terminal (in Manhattan & other locations in New York and New Jersey)

Weigh whether a combined Intercity & Commuter Terminal is better than a plan for separate terminals prior to detailed planning & design

Consider placing at least part of future Terminal underground

Explore a preliminary staff proposal to rebuild the current terminal on its existing site while it continues to operate (i.e., top-down development)

Suggestions of the Panel (continued)

Continue to consider options for the new terminal site location & the tradeoffs they suggest

Consider acquisition of private property available for sale and not confrontational with community interests.

Consider green rooftop but perhaps not for outdoor recreation

Promote technological advances through design; but hedge against risks

Conclusion

The Panel thanks the Board for the opportunity to participate in this exciting venture

Thanks especially the creative, dedicated, and energetic staff

I would welcome questions

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