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# Far W. Side far from ready for its boom

**EXCLUSIVE**

By REBECCA HARSHBARGER  
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The new Hudson Yards development will bring 24 million new people a year to the Far West Side — but there aren't enough transit options to handle them all, according to a new study.

The 7 train expansion to 11th Avenue and 34th Street, supported by former Mayor Mike Bloomberg, helped spur the development, but too many other projects that would ease transit congestion are not on track, according to the New York Building Congress.

"Development is moving in a westward direction in Manhattan like it never has before," said Richard Anderson, president of the NYBC — a nonpartisan coalition of business, labor, and other groups.



Joseph M. Calsisi

#### Delayed transit projects

- The Moynihan Station Project for Amtrak is still in Phase I.
- The Amtrak Gateway Project would create a second train route under the Hudson River.
- The East Side Access Project would bring the LIRR to Grand Central Terminal.
- West Side Access would bring Metro-North to Penn Station.

"It's over 30 million square feet of new development. One subway line is not sufficient. We're already seeing severe overcrowding on the commute rail lines."

The rezoning includes 5,000 new apartments, 5 office towers, and 100 shops.

Snagged projects that would ease congestion include redeveloping the old Farley Post Office on Eighth Avenue into a new home for Amtrak that would draw away some of

Penn Station's large crowds.

Demand for a new rail connection between the West Side and New Jersey has also skyrocketed — but only a small fraction of funding has gone toward a second train route under the Hudson River.

Amtrak proposed the Gateway project in 2011, which would add 25 slots for high-speed trains during rush hour between New York and Newark Penn Station.

It was seen as an alternative to a

new tunnel that New Jersey Gov. Chris Christie nixed in 2010. It also ends in Penn Station, rather than underneath 34th Street.

The project is expected to cost about \$14 billion — but only \$185 million has been allocated so far.

The MTA has also wanted to bring Metro-North trains to Penn Station for years, giving it a second terminal if service to Grand Central is disrupted.

But delays in bringing the LIRR to Grand Central have put those plans on hold, since there won't be enough track space at Penn Station for Metro-North.

The report calls for more coordination through a new intergovernmental group that would advance all the different projects.

The MTA said the authority backs all of the projects above to alleviate crowds on the West Side.

"We are either actively working on or are supportive of these projects," said spokesman Kevin Ortiz.

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