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## COMMUNITY BOARD NO. 2, MANHATTAN

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October 22, 2018

Rick Cotton  
Executive Director  
The Port Authority of New York and New Jersey  
4 World Trade Center  
New York, NY 10006

Dear Executive Director Cotton:

At its Full Board meeting October 18, 2018, Community Board #2, adopted the following resolution:

**Resolution in response to presentation by PANYNJ on their four-year plan to repair Hurricane Sandy damages at the Holland Tunnel.**

**Whereas** the Port Authority of New York and New Jersey (PANYNJ) presented their plans to date for repairing Hurricane Sandy damages at the Holland Tunnel to Community Board 2, Manhattan (CB2); and

**Whereas** project design, which already is underway, will proceed into 2019, with actual construction work anticipated to begin in the first quarter of 2020 and to last approximately four years; and

**Whereas** the project will entail full tube overnight closures when work will take place, six nights a week (excluding Saturday), and work will be done on one tube at a time: 2020-2022 - South Tube (eastbound from NJ into NYC) approximately 11pm-5am weekdays/11pm-8am weekends; 2022-2024 - North Tube (westbound from NYC to NJ) approximately 11pm-5:30am weekdays/12am-9am weekends; and

**Whereas** the program is budgeted to have the necessary contingent of traffic enforcement agents (TEAs), including additional ones at intersections, to direct traffic for the duration of the project; and

**Whereas** it's of utmost importance to alert the public that the tunnel is closing (only) at night to avoid as much vehicular confusion as possible; and

**Whereas** it's equally important to notify the surrounding community, including residents and especially businesses, of the project activities and on-street changes (such as traffic diversion) that will be taking place, to prepare for potential impacts; and

**Whereas** PANYNJ is planning an outreach campaign, including news releases for print and other media, radio announcements, signage and the like, and also expects to work closely with the affected community boards and business improvement districts in getting out the word; and

**Whereas** appropriate street signs will be necessary to guide traffic in the most favorable direction. PANYNJ intends to use signage including overhead message signs to direct traffic and early warning signs in the project vicinity to divert vehicular activity away from blocked tunnel entrances; and

**Whereas** modeling is being used to identify opportunities for potential traffic diversion away from the Holland Tunnel and shows approximately 83% of re-directed traffic headed for New Jersey going to the Lincoln Tunnel, 6% to the George Washington Bridge, and 12% across the Verrazano Narrows Bridge, however, the exorbitant one-way double toll on the Verrazano Narrows Brooklyn side has been bypassed by Jersey-bound vehicles since 1986 (when it was incorporated) to avoid the high toll cost; the vehicles then go through Brooklyn, cross into Manhattan, and bring an extra-heavy concentration of large trucks and other vehicular traffic to Lower Manhattan's already congested streets, a situation CB2 has opposed for years and has urged a return to the two-way toll; and

**Whereas** community concern was voiced about the potential for impacts from conflicts with the L-train Canarsie Tunnel project which overlaps for a short time with the Holland Tunnel project, and PANYNJ indicated its intention to consult with MTA-NYCT and DOT about this work; and

**Whereas** particular concern was expressed for preserving the Dominick Street gate, and PANYNJ asserted it would not touch ornamental features; and

**Whereas** PANYNJ declared its willingness to come again to CB2 to provide updates on the project as it progresses and receive additional community input;

**Therefore be it resolved** that CB2 thanks PANYNJ for their clear and well-considered presentation of their plans for repairing Hurricane Sandy damages at the Holland Tunnel; and

**Be it further resolved** that CB2 asks that PANYNJ inform CB2 of exact dates of the beginnings and ends of the different phases of the project, staging plan specifics, any time of day changes, and particulars on how traffic will be managed and diverted as soon as these details are finalized; and

**Be it further resolved** that CB2 urges that a clear plan be devised for allocating TEA coverage, based on observations on site of pedestrian, bicycling and vehicular patterns of street use, as well as community input; and

**Be it further resolved** that CB2 encourages PANYNJ to issue advance notice early and often, not only of the Holland Tunnel's closing but also clarifying that closure will be only at night and detailing which of the tubes will be closed and when; and

**Be it further resolved** that CB2 requests that PANYNJ conduct early outreach to the surrounding community both to help prepare residents and businesses for impending changes and to gather their input for important insights that can help guide the conduct of the project; and

**Be it further resolved** that CB2 avidly supports PANYNJ's plans to conduct a comprehensive outreach and informational campaign, using a variety of outlets and working with community boards and BIDs to get out the word, and is most agreeable to helping with this effort; and

**Be it further resolved** that CB2 is very much in favor of using street signs and other early warning devices to alert all drivers of the work in progress and changes in street patterns, and strongly advises that these warnings should not be limited to the project's immediate vicinity, but rather to the much broader affected area starting at the Williamsburg Bridge with coverage over to the Holland Tunnel, to allow for use of other, less impactful travel route options and avoid unnecessary and disruptive conflicts and backups; and

**Be it further resolved** that CB2 encourages PANYNJ to employ whatever means of association, cooperation and communication that is at their disposal to impel the return to a two-way toll on the Verrazano Narrows Bridge (thereby opening up a channel for diverting New Jersey bound traffic away from the Holland Tunnel while easing the burden of congestion in Lower Manhattan); and

**Be it further resolved** that CB2 asks that on-site observations be conducted, in addition to modeling, to provide a living snapshot of conditions and activities in action; and

**Be it further resolved** that CB2 is pleased to learn that PANYNJ intends to coordinate its plans for Holland Tunnel repair with the MTA NYCT and DOT to avoid conflicts with the L-train shutdown and urges that meetings on potential mitigations be held as soon as possible; and

**Be it further resolved** that CB2 endorses PANYNJ's intent to preserve the Holland Tunnel's historical features and urges that utmost care be taken to avoid any harm to them, in particular the Dominick Street gate; and

**Be it finally resolved** that CB2 welcomes PANYNJ's willingness to come again from time to time to provide updates on the project and keep the community abreast of progress, and looks forward to these periodic updates and to working with PANYNJ to achieve the most positive results.

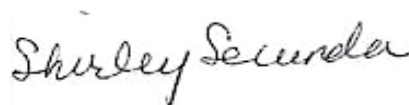
**Vote: Unanimous, with 42 Board Members in favor.**

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Terri Cude, Chair  
Community Board #2, Manhattan



Shirley Secunda, Chair  
Traffic & Transportation Committee  
Community Board #2, Manhattan

TC/RG

c: Hon. Jerrold Nadler, Congresswoman  
Hon. Brian Kavanagh, NY State Senator  
Hon. Brad Hoylman, NY State Senator  
Hon. Deborah J. Glick, Assembly Member  
Hon. Gale Brewer, Man. Borough President  
Hon. Corey Johnson, NYC Council Speaker  
Louis Post, Program Manager, PANYNJ  
Dennis Stabile, Assistant Director, Tunnels Bridges and Terminals, PANYNJ  
Enrique Ramirez, General Manager, Holland Tunnel, PANYNJ  
Christopher Lee, Senior External Relations Manager, PANYNJ  
Ellen Baer, President and CEO, Hudson Square BID