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COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE
NEW YORK, NY 10012-1899

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Greenwich Village ∨ Little Italy ∨ SoHo ∨ NoHo ∨ Hudson Square ∨ Chinatown ∨ Gansevoort Market

April 22, 2019

Edward Pincar Jr.
Manhattan Borough Commissioner
Department of Transportation
55 Water Street
New York, NY 10041

Andy Byford, President
MTA New York City Transit
2 Broadway
New York, NY 10004

Dear Commissioner Pincar and President Byford:

At its Full Board meeting April 18, 2019, Community Board #2, adopted the following resolution:

Resolution in response to L Train Canarsie Tunnel Reconstruction Project update by MTA-NYC Transit (MTA-NYCT) and NYC Dept. of Transportation (DOT), including street design and M14A/M14D SBS proposals.

Whereas MTA NYC Transit (NYCT) and the NYC Dept. of Transportation (DOT) presented an update on service changes and enhancements as well as proposed street design options and M14A and M14D SBS proposals as part of the revised plan for the L Train Canarsie Tunnel Reconstruction Project; and

Whereas the service changes will now include subway service on the L train from Brooklyn to Manhattan and within Manhattan. During peak and midday weekday times, the L train will run as usual, with reduced service on weeknights and weekends. On weeknights, L trains will run every 20 minutes btw. Brooklyn and Manhattan from 8 pm to 5 am. On weekends, L trains will run every 20 minutes btw. Brooklyn and Manhattan from 8 pm Friday to 5 am Monday; and

Whereas enhanced service (e.g. increased frequency, extended hours and routes, added trips, depending on which line) will be available on the M, G and 7 to provide other subway travel options, while added M14A bus service will be operating to connect users to subway stations with enhanced service; and

Whereas project work will include ensuring that safety measures such as a dust control and monitoring plan and care in sealing vents will be taken, as well as attention to the proficient implementation of needed improvements such as a new fiber optic system to monitor stability, substations allowing more trains to be running, track replacement, switch renewals, a new rack cable

system, and increasing fan plant and pump capacity + installation of some ADA accessible elevators, including at 14th St. and 6th Ave.; and

Whereas two 14th St. street design options were presented:

- Option 1 - Retention of existing markings, but without the very huge increase of buses originally anticipated on the busway. Retention of parking/loading space for private vehicles on both sides of every residential block. 20-35% projected speed improvement. The complicated traffic pattern may divert through traffic to other crosstown streets.
- Option 2 - Installation of standard bus lanes (curbside). Parking/loading on only one side of the block and at designated times; removed on some block faces. Extensive bus priority outside the tunnel construction zone. 12-20% projected speed improvement; and

Whereas the original L train project plan called for HOV3 on the Williamsburg Bridge, thereby helping to reduce incoming traffic to Manhattan and therefore the incidence of traffic diverting to other crosstown streets; and

Whereas bus boarding access as well as sidewalk access in both street design Options 1 and 2 needs to be clarified, as does the actual distribution of traffic by mode on 14th St.; and

Whereas a proposal was presented to convert the M14A and M14B bus routes into totally SBS (Select Bus Service) routes, which would eliminate local bus stops (the 5th Ave. bus stop on 14th St. already has been removed and combined with the University Pl. stop). The plan (to speed up buses' movement) is to have a stop at least every four blocks with stops on every avenue on 14th St. SBS fare machines, some already installed on the sidewalks, would allow for off-board fare collection; and

Whereas these more spread out SBS stops will lead to substantially greater walking distances that would be either extremely difficult or, in many cases, impossible for our many disabled, senior, and frail constituents, as well as for parents with baby carriages, strollers and small children, people with walkers and shopping carts, i.e. those many who use the public bus as their major means of transportation as opposed to the subway where there's no elevator access at most stations (and these people either can't or have difficulty maneuvering subway stairs). This is a true hardship and unfair penalty in the name of speed, penalizing those who are most in need of bus accessibility, especially considering there are many other ways to promote speed (e.g., bus stop bump-outs, a combination of local and SBS service, transit signal priority, etc.); and

Whereas the original L train Canarsie Tunnel project called for an M14 SBS route from 10th Ave. to Stuyvesant Cove ferry with local bus service on the M14A and M14D, an eminently well-balanced route plan that would accommodate the great variety of users (there is no *average* user to accommodate at the expense of others) who need bus service; and

Whereas providing both local and SBS services together for different people's needs is exemplified by both the M15 Local and M15 SBS service that have been running and working in balance on 1st and 2nd Aves. in Manhattan since 2010, allowing the opportunity for those who seek speedier access to have the SBS option, while those who are physically challenged have the Local option; and

Whereas it is proposed that the M14A be removed from its Abingdon Sq. destination and instead extended on 14th St. to 10th Ave. and Horatio St., yet Abingdon Sq. is a hub where several streets come together. including Bleecker, a major thoroughfare heading south and then east in Greenwich Village, and the 14A route to Abingdon provides southerly access to an area lacking in transit options. It also has been pointed out that with new development occurring on the far west side of the Village to

south of Houston St., it might be worth investigating the potential to extend the 14A further south than Horatio St., on 11th Ave./West St.; and

Whereas the NYPD will have additional towing capacity, providing an opportunity to remove vehicular and other obstructions from bus lanes;

Therefore be it resolved that Community Board 2 Manhattan (CB2) is appreciative of DOT's and MTA NYCT's diligent efforts in quickly responding to plan reversals regarding the L Train Canarsie Tunnel Reconstruction Project; and

Be it further resolved that CB2 understands and is thankful for the hard work that has gone into keeping the L train running 24/7, ensuring that safety measures are taken to safeguard users and people on the street, and carrying out implementation of multiple needed improvements; and

Be it further resolved that CB2 urges that DOT and MTA NYCT revisit their plan for the L Train Canarsie Tunnel Reconstruction Project, carefully assess it in terms of street design, bus service, bus access, balance of buses, trucks, cars and other vehicular use, pedestrian needs, and regulatory requirements, all in view of community input, and revise it to better serve the community and minimize vehicular and user conflicts; and

Be it further resolved that CB2 also urges that, in the expected follow-up presentation that has been promised, boarding access and sidewalk access recommendations for both Options 1 and 2 (and potential other options) be clearly laid out with detailed visual representations, including blowups of specific relevant sections of the broader plan layout (e.g. intersections, crosswalks, sidewalk extensions, street lane design and usage, etc.); and

Be it further resolved that CB2 asks that recommended changes in parking and loading regulations as well as in traffic restrictions be carefully specified along with the rationale behind them; and

Be it further resolved that CB2 strongly recommends the installation of HOV3 on the Williamsburg Bridge and reiterates its support as well for HOV3 on the other East River Bridges; and

Be it further resolved that CB2 firmly opposes having only SBS service on 14th St. and throughout the 14A and 14D routes, and emphasizes our support for a balance of Local and SBS service. CB2 also is in favor of off-board fare collection, camera enforced bus lanes, as well as other approaches to facilitating and speeding up the movement of buses, such as bus stop bump-outs (to accommodate waiting and boarding passengers and keep buses in a moving lane), transit signal priority, and fare payments through technologies such as smart cards and smart phones; and

Be it further resolved that CB2 sees the necessity for constant awareness of development projects that present obstacles along the bus routes in question, and encourages extensive coordination between the involved agencies and developers; and

Be it further resolved that CB2 suggests that DOT and MTA NYCT conduct a survey of bus users and others in the vicinity of Abingdon Sq. to assess the need for service there and gauge interest in (and need for) the proposed 14A extension to 10th Ave. CB2 also proposes that the possibility of extending the 14A down 11th Ave. and West St. to Houston St. be investigated; and

Be it finally resolved that CB2 strongly advocates extensive NYPD enforcement to ensure the smooth and safe operation of buses and control of traffic along 14th St.

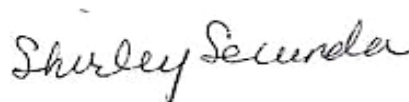
Vote: Unanimous, with 36 Board Members in favor.

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

Sincerely,



Carter Booth, Chair
Community Board #2, Manhattan



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

TB/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Nydia Velázquez, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Brian Kavanagh, NY State Senator
Hon. Yuh-line Niou, Assembly Member
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Corey Johnson, Council Speaker
Hon. Margaret Chin, Council Member
Hon. Carlina Rivera, Council Member
Dennis Fulton, NYPD Inspector

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April 22, 2019

Andy Byford, President
MTA New York City Transit
2 Broadway
New York, NY 10004

Dear President Byford:

At its Full Board meeting April 18, 2019, Community Board #2, adopted the following resolution:

Resolution requesting relocation of the bus layover on the south side of Houston St. btw. Greene and Wooster Sts.

Whereas a bus layover was recently installed on the south side of Houston St. btw. Greene and Wooster Sts. to accommodate Staten Island express buses without notifying the community; and

Whereas the residents of 61 W Houston, aka 160 Wooster, which is adjacent to the bus layover, have reported that buses are now laying over there 3-8 pm with their engines idling and spewing dangerous exhaust, as well as threatening the safety of pedestrians, including many children, by obstructing visibility and impeding safe access to cross the street, including for people with strollers and for children getting off school buses; and

Whereas the sidewalk adjacent to 61 W. Houston is very narrow, bringing the buses and their negative impact (which also includes bus drivers smoking and loudly arguing) very close to the residential building and its windows, where the effects reverberate; and

Whereas residents have suggested several nearby alternatives to consider for the bus layover, which are not adjacent to residential buildings, such as btw. Broadway & Mercer St., btw. 6th Ave. and West Broadway, btw MacDougal and Sullivan Sts., btw. West Broadway & Thompson Sts., and btw. West Broadway and Wooster Sts.; and

Whereas MTA NYC Transit (NYCT) and the NYC Dept. of Transportation (DOT) have expressed their willingness to consider other locations to relocate the bus layover and have offered to do a site

visit to its current location in order to review surrounding sites and identify a potential alternative location;

Therefore be it resolved that Community Board 2, Manhattan (CB2) thanks MTA NYCT and DOT for their willingness to consider other locations for the bus layover on the south side of Houston St. btw. Greene and Wooster Sts., to re-locate the layover to a suitable site, and to do a site visit with the community to identify such a site; and

Be it further resolved that CB2 looks forward to having the bus layover on the south side of Houston St. btw. Greene and Wooster Sts. be relocated as soon as possible.

Vote: Unanimous, with 36 Board Members in favor.

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

Sincerely,



Carter Booth, Chair
Community Board #2, Manhattan



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

TB/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brian Kavanagh, NY State Senator
Hon. Deborah J. Glick, NY Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Margaret Chin, Council Member

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April 22, 2019

Edward Pincar Jr.
Manhattan Borough Commissioner
Department of Transportation
55 Water Street
New York, NY 10041

Dear Commissioner Pincar:

At its Full Board meeting April 18, 2019, Community Board #2, adopted the following resolution:

Resolution in opposition to installing No Parking Mon. & Thurs. 9-11 am and No Parking Tues. & Fri. 9-11 am Street Cleaning Regulatory signage in place of current No Parking Mon.-Fri. 8 am-6 pm signage on Renwick St. btw. Spring & Canal Sts.

Whereas Renwick St. btw. Spring & Canal Sts., which used to be largely commercial has now become more residential than before; and

Whereas residents have asked to change the current No Parking Mon.-Fri. 8 am-6 pm regulations on both sides of the street to regulations that allow for street cleaning entailing No Parking Mon. & Thurs. 9-11 am on one side of the street and No Parking Tues. & Fri. 9-11 am on the other side; and

Whereas consultation with the NYC Dept. of Transportation indicated that all streets get cleaned and that, in this case, the street would get cleaned btw. 8am and 6pm when the curb is clear; and

Whereas the street is quite narrow, and DOT also indicated that the street space would be very tight for the maneuvering required for the type of alternate side street cleaning requested with parking on both sides; and

Whereas a number of back entrances of buildings face the street, and clearance is needed for the deliveries and other services they accommodate; and

Whereas there is overnight parking (6 pm-8 am);

Therefore be it resolved that CB2 Manhattan opposes the installation of No Parking Mon. & Thurs. 9-11 am and No Parking Tues. & Fri. 9-11 am Street Cleaning Regulatory signage in place of current No Parking Mon.-Fri. 8 am-6 pm signage on Renwick St. btw. Spring & Canal Sts.

**Vote: Passed, with 35 Board Members in favor.
1 Board Member in opposition. (S. Russo)**

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

Sincerely,



Carter Booth, Chair
Community Board #2, Manhattan



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

TB/EM

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April 22, 2019

Eric Beaton, Deputy Commissioner
NYC Department of Transportation
Transportation Planning and Management
55 Water Street, 6th Floor
New York, NY 10041

Dear Deputy Commissioner Beaton:

At its Full Board meeting April 18, 2019, Community Board #2, adopted the following resolution:

Resolution commenting on proposed new double parking rules from the NYC Dept. of Transportation (DOT) to amend double parking provisions in order to help reduce traffic congestion in the City of New York.

Whereas the following changes in double parking rules within Chapter 4 of Title 34 of the Rules of the City of New York are proposed:

- Section 4-08(f)(1) - Amended to clarify that double parking restrictions allow for double parking for no more than 20 minutes while actively engaged in making pickups, deliveries or service calls, provided there's no unoccupied parking space or designated loading zone on the same side of the street within the same block....and to clarify that No person should double park a commercial vehicle when it blocks the only lane of travel in the same direction. No person shall stand, stop or park a vehicle on a street, at any time in such a manner or under such conditions as to leave fewer than 10 feet of roadway width available for the free movement of vehicular traffic....
- Section 4-08(l)(1) is repealed in its entirety and replaced by Midtown and other special zones.
- Sections 4-08(l)(2) and 4-08(l)(3)(i) are amended to expand the area in Midtown from 14th to 60th Sts. where double parking is prohibited from 8th Avenue to 12th Avenue.

Whereas there are certain highly congested areas in the Community Board 2 Manhattan (CB2) district where double parking needs to be limited, e.g., near the entrances and exits of the Holland Tunnel, and on Kenmare, Grand, Broome and Varick Sts.;

Therefore be it resolved that CB2 is in favor of the proposed new double parking rules **to** amend double parking provisions in order to help reduce traffic congestion in the City of New York; and

Be it further resolved that CB2 requests that a study be done within CB2's boundaries of highly congested areas such as near the entrances and exits of the Holland Tunnel, and on Kenmare, Grand, Broome and Varick Sts., and others, to identify, propose rules for, and implement stronger double parking limitations in these areas.

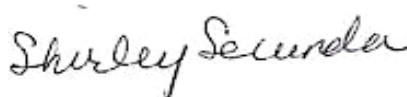
Vote: Unanimous, with 36 Board Members in favor.

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

Sincerely,



Carter Booth, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
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