



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD 10

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CICELY HARRIS
Chairperson

ANDREW LASSALLE
District Manager

June 6, 2018

RE: Enhanced Station Initiative Stations Resolution

WHEREAS the New York State Governor Andrew Cuomo proposed a \$1 billion project to close subway stations for extended periods of time for rehabilitative work under his program entitled the Enhanced Station Initiative (ESI); and

WHEREAS the scope of work for Enhanced Station Initiative stations primarily includes new lighting, artwork, digital display screens, and tiling; and

WHEREAS Governor Cuomo, New York City Transit (NYCT) and the Metropolitan Transit Authority (MTA) selected 33 stations in its 2015 capital plan, which did not solicit the input of community boards, elected officials, transportation advocates, or the general public concerning the selection of the particular ESI stations or the scope of work included in the Enhanced Station Initiative upgrades; and

WHEREAS NYCT and the MTA selected two stations in Manhattan Community Board 10 (CB10) to be designated as part of the Enhanced Station Initiative. Neither Community Board 10, our state and city elected officials, or the general public in CB10 were included in the process to select priority stations for the ESI or selecting stations that need critical repairs; and

WHEREAS NYCT and the MTA selected the West 110th Street B and C train station and the West 145th Street 3 train station to be included in the Enhanced Station Initiative;

WHEREAS Community Board 10 discovered the six month closure of the West 110th Street B and C train station on Tuesday, April 3, 2018, which was less than four business days from the proposed closure date of the station on Monday, April 9, 2018. CB10 had also discovered that our board, elected officials, and community residents were not informed of the station closure since there was an oversight at NYCT, where they did not realize that West 110th Street is included in our CB10 district; and

WHEREAS CB10 and Manhattan Borough President Gale Brewer invited NYCT to make a presentation at the CB10 General Board Meeting held on Wednesday, April 4, 2018 to provide notice to the community about the upcoming West 110th Street B/C train station closure; and

WHEREAS at the April General Board Meeting, board members and community residents were outraged by the lack of transparency, engagement, and notice that the NYCT exhibited in relation to the West 110th Street B/C train closure; and

WHEREAS on Thursday, April 5th, the CB10 Board Chair and the CB10 Chair of the Transportation, Historic Preservation, and Landmarks Committee issued a joint letter to the MTA Board Chair Joseph Llota and the NYCT objecting to the manner in which the MTA and the NYCT handled the public dissemination process related to the West 110th Street B/C train station closure and questioned the merit of selecting that station instead of other stations in our district that require far more repairs than the West 110th Station needed;

WHEREAS CB10's Transportation, Historic Preservation, and Landmarks Committee organized a Special Hearing held on Friday, April 6th, at which CB10 board members, elected officials, and community residents shared concerns about how the MTA and NYCT failed to engage and inform our community about the West 110th Street station closure; and

WHEREAS CB10 requests for a name change of the West 110th Street B/C train station from "110th Street Cathedral Parkway" to "110th Street Frederick Douglass Circle" because it is more reflective and respectful of the community's demographics, culture, and history. Furthermore, this station name change honors the legacy of Frederick Douglass for which the circle is named; and

WHEREAS CB10 held a public hearing regarding the closure of the West 145th Street 3 train station on Tuesday, May 14, 2018, at which the NYCT presented on the changes proposed to the station to dozens of CB10 community residents; and

WHEREAS CB10 requests that for both the West 110th Street and West 145th Street train station closures, that NYCT provide additional bus service and shuttle buses to ensure that service is not entirely disrupted along these two train routes; and

WHEREAS CB10 requests that NYCT provide clear signage in the stations along the B/C and 3 train routes indicating the closures and alternative transit options; and

WHEREAS Community Board 10 asserts that the Enhanced Station Initiative has a scope that prioritizes highly cosmetic changes to stations and completely disregards more important and critical station repairs including track replacement and signal repairs; and

WHEREAS CB10 emphasizes the importance of including accessibility plans for stations in our district. We oppose the nature of the ESI strongly because it also fails to include escalators and elevators to serve our residents with physical special needs, in addition to benches inside of the station; and

WHEREAS CB10 requests to be included in conversations about the art work selected at these stations to ensure that they are culturally relevant and that local artists are selected for the artwork design; and

WHEREAS CB10 urges the MTA and NYCT to include CB10 in the station selection process for future initiatives well in advance of the RFQ release for the construction work because we believe that Minority-Owned Businesses and local construction workers have been neglected by the ESI process as they were not informed about the opportunities to conduct business and obtain employment for these construction projects; and

WHEREAS CB10 urges Governor Cuomo and agencies in his purview and oversight to develop a clear, inclusive, strategic, and transparent process with the selection of any future stations requiring repairs and long-term station closures. We urge for the Governor to include community boards, elected officials, and the general public in the future capital plan selections for stations requiring repairs; and

THEREFORE BE IT RESOLVED that Manhattan Community Board 10 submits this resolution for the reference of Governor Cuomo, the NYCT, and the MTA to address issues with the Enhanced Station Initiative and its implementation in CB10 and urges them to incorporate these suggestions for the planning of future station enhancements in CB10.

THEREFORE, BE IT RESOLVED, that on June 6, 2018, the Manhattan Borough Community Board 10 voted 27 in favor, 3 opposed and 2 abstentions.