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Susan Kent, *First Vice Chair*
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COMMUNITY BOARD NO. 2, MANHATTAN

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NEW YORK, NY 10012-1899

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July 22, 2022

Jamie Torres-Springer
President, MTA Construction & Development
2 Broadway,
New York, NY 10004

Dear President Torres-Springer:

At its Full Board meeting July 21, 2022, Community Board #2, adopted the following resolution:

Resolution in response to a presentation by MTA NYC Transit on their 14th St. Station ADA project, in support of streamlining construction of accessibility measures.

Whereas NYC Transit presented its plans to Community Board 2, Manhattan (CB2) to implement accessibility upgrades at the 14th St. Station Complex, a plan which endeavors to create ADA-accessible stations at both 14th St./6th Ave. and 14th St./7th Ave. stations; and

Whereas the MTA recently said it would ensure elevators and ramps are available at 95% of the subway's stations by 2055, a 33-year timeline to make improvements to the current state where just 27% of stations are accessible; and

Whereas the MTA will spend \$5.2 billion through 2024 on accessibility; and

Whereas evidence suggests that high capital expenses may come at the cost of operating performance, e.g., existing elevators experience outages quite frequently, exemplified by a 2017 study by New York University's Rudin Center for Transportation demonstrating that in 2015 there were 14,092 outages on subway elevators, for an average of 53 outages per elevator that year; and

Whereas, according to NYC Transit President Richard Davey, "optimal service, increasing frequency of trains, and maintaining strong on-time performance are [NYC Transit's] main focuses," yet CB2 is aware that maintenance and service performance come at a cost; and

Whereas the NYC Transit presentation indicated that six elevators will be added to the 14th St./6th Ave station, three elevators from street to mezzanine level, and three elevators from mezzanine level to

platform level; and

Whereas separating elevator trips between street and mezzanine and mezzanine and platform level 1) is primarily designed to accommodate turnstile fare collection (a relic of the early 20th century design of the NYC subway), 2) may double the number of elevators needed in a station, 3) adds construction complexity and cost, 4) causes a slower experience for elevator users, 5) reduces direct, unconfusing and comfortable access for those with physical disabilities, and 6) doubles the probability of an elevator outage making the station inaccessible;

Therefore be it resolved that CB2 thanks MTA NYC Transit for their presentation and new attention to creating ADA accessible subway stations, and requests that future elevator construction leverage a single elevator trip from street to platform where possible, using whatever digital fare collection tools may be needed on the elevator to reach the platform level; and

Be it further resolved that CB2 requests that any such future elevator construction be carefully designed to allow users of elevators to easily access mezzanine levels, station booths, and information kiosks; and

Be it further resolved that concerns about riders evading fare collection using such an elevator design might be obviated in the future should the city stop collecting fares, reflective of a broader trend worldwide to recognize public transportation as an essential public good, and until this should happen, use of these elevators can be enforced using the same mechanisms in place with existing accessible entry gates (e.g., signage, cameras, and penalties), and multi-billion dollar cost savings from simplified construction might be used to cover any evaded fares; and

Be it finally resolved that CB2 requests a high-level, retroactive analysis to estimate the cost savings (absolute and percentage) at the 14th St/6th Ave station had three complete journey elevators been built instead of six part-way elevators.

References: [Accessibility Project at 14th St. Subway Station](#); [New York Today: Trapped in a Subway Elevator](#); [MTA Vows to Make NYC Subway 95% Accessible. It Will Take 33 Years. - The New York Times](#); [NYC Subway Ridership Just Hit a Pandemic-Era High](#); [What does it take to install an elevator in a subway station?](#)

Vote: Unanimous, with 37 Board Members in favor.

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

Sincerely,



Jeannine Kiely, Chair
Community Board #2, Manhattan



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

JK/EM

c:

Hon. Jerrold L. Nadler, Congressman

Hon. Brad Hoylman, NYS Senator

Hon. Deborah J. Glick, NYS Assembly Member

Hon. Mark Levine, Manhattan Borough President

Hon. Erik Bottcher, Council Member

Ernest Modarelli, Asst. Dir., Government & Community Relations, MTA

Marcus Book, Asst. Dir., Government & Community Relations, MTA-NYCT

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July 22, 2022

Edward Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane
New York, NY 10038

Dear Commissioner Pincar:

At its Full Board meeting July 21, 2022, Community Board #2, adopted the following resolution:

Resolution requesting nighttime parking regulations on Bond St. btw. Broadway and Lafayette St., north side, for No Standing 6:00 pm to 8:00 am except loading and unloading.

Whereas numerous complaints have been voiced by the residents of Bond St. btw. Broadway and Lafayette St. about loud, disturbing noise at night from horn honking and general disruptive movement by livery vehicles dropping off and picking up patrons at the nighttime establishments on Bond's north side and from many of these vehicles double-parking for long periods of time, backing up traffic and hindering vehicular progression; and

Whereas current parking regulations on Bond St.'s north side btw. Broadway and Lafayette St. call for 3 hour metered parking, commercial vehicles only, Monday-Friday, 8am-6pm and 2 hour metered parking, Saturday, 8am-6pm. With no parking regulations at this location from 6 pm to 8 am, anyone can park there during these night hours, leaving no room for dropping off or picking up and leading to the crowded, chaotic traffic conditions that include long- and short-term double parking and disordered dropoffs and pickups in the middle of the street, creating not only noise and confusion, but also harmful emissions from idling that sully the air and threaten people's health, as well as obstructing and endangering pedestrian access; and

Whereas a meeting was held by the residents and businesses on Bond St. btw. Broadway and Lafayette to address these issues and find an amenable approach to solve this problem. All the neighbors agreed that nighttime use of curbside space on Bond's north side for dropping off or picking up passengers was preferred to allowing stationery parking there during those hours, because it would require drivers to move on without lingering once people leave or enter vehicles and eliminate the need to double park; and

Whereas it was indicated that the occupants of Bond St. btw. Broadway and Lafayette St. don't customarily park there and that no concerns have been voiced about losing parking; and

Whereas it was mentioned that alerting drivers about dropoff/pickup rules helps to reinforce them, and the owner of Zero Bond (evening venue, north side east of Broadway, west of Jones Alley) affirmed that he currently tells drivers that they can't sit in place and that he and other local businesses and residents would do the same should dropoff/pickup rules be established; and

Whereas No Standing regulations allow for dropping off or picking up passengers, but don't allow waiting for them;

Therefore be it resolved that Community Board 2 Manhattan (CB2) recommends and requests that nighttime parking regulations and signage on Bond St. btw. Broadway and Lafayette St., north side, be established for No Standing 6:00 pm to 8:00 am except loading and unloading; and

Be it further resolved that CB2 supports and encourages businesses and residents on Bond St. to alert drivers to these requested No Standing except loading and unloading nighttime regulations when implemented and to remind drivers that they must move along once they drop off or pick up passengers.

Vote: Unanimous, with 37 Board Members in favor.

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

Sincerely,



Jeannine Kiely, Chair
Community Board #2, Manhattan



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

JK/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NYS Senator
Hon. Deborah J. Glick, NYS Assembly Member
Hon. Mark Levine, Manhattan Borough President
Hon. Christopher Marte, Council Member
Zella Jones, NoHo/Bowery

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July 22, 2022

Edward Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane
New York, NY 10038

Dear Commissioner Pincar:

At its Full Board meeting July 21, 2022, Community Board #2, adopted the following resolution:

Resolution in response to application for an NYU Shuttle bus stop on Broadway, from Grand to Howard St., west side.

Whereas Community Board 2 Manhattan (CB2) reviewed an application from Academy Express L.L.C. for an NYU Shuttle bus stop to be located on the west side of Broadway between Grand and Howard Sts. (request for closer to Grand in front of 451 Broadway); and

Whereas up to now, the NYU Shuttle bus service has been operating in an informal manner (in cooperation with the NYC Dept. of Transportation (DOT)), i.e., continually using the same locations for its stops without formal designation, but a new, official permitting process has been established by DOT that requires Academy Express to apply for a separate permit for each stop and asks community boards to review the applications and evaluate and give input on the suitability of the requested locations, in order to provide a more systematic, predictable program that better responds to community needs; and

Whereas the proposed stop would be part of a southbound route that starts on Broadway btw. Waverly Pl. and Washington Pl. heading to Lafayette and White Sts. and back north to end at Lafayette and E. 4th Sts., convenient to NYU academic, residential, and administrative facilities. It is a new location in that it's an alternative to one originally proposed at Broome St. and Broadway and was recommended by DOT as more workable; and

Whereas pickups and dropoffs would occur Mon.-Thurs. 10:54am-11:24pm (every 20 minutes, approx. 30 trips), Fri. 10:04am-11:24pm (every 30 minutes to one hour, approx. 19 trips) and Sat.-Sun. 10:35am-11:05pm (every 30 minutes to one hour, approx. 16 trips or less). Service operates only during the school session, from September to December and January to May; and

Whereas the proposed NYU Shuttle stop location is already an existing bus stop for MTA NYC Transit's M55 bus. The stop can be shared because of the way it's set up, having a spacious bus bulb with room and seating to accommodate waiting passengers, sufficient length for buses to pull in and out and an adjacent travel/parking lane designated for buses only. The Academy rep indicated that DOT would work with NYCT on the sharing arrangement; and

Whereas no parking would be removed; and

Whereas some concern was voiced about observing NYU shuttle buses idling for longer than NYC's legally capped three minutes while waiting for passengers, rather than turning off their engines, producing air polluting and fuel wasting emissions. The Academy rep specified that the company's drivers are being instructed that they cannot idle more than three minutes and also noted that picking up and leaving usually doesn't take more than two or three minutes;

Therefore be it resolved that CB2 has no objection to locating an NYU Shuttle bus stop on the west side of Broadway, from Grand to Howard St., and recommends approval of the application for that site.

Vote: Unanimous, with 37 Board Members in favor.

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

Sincerely,



Jeannine Kiely, Chair
Community Board #2, Manhattan



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

JK/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brian Kavanagh, NYS Senator
Hon. Deborah J. Glick, NYS Assembly Member
Hon. Mark Levine, Manhattan Borough President
Hon. Christopher Marte, Council Member
Arlene Peralta-Avila, Sr. Dir., NYU Community Engagement
Tony Luna, Academy Express LLC
Patrick Condren, Academy Express LLC

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Edward Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane
New York, NY 10038

Dear Commissioner Pincar:

At its Full Board meeting July 21, 2022, Community Board #2, adopted the following resolution:

Resolution in response to application for an NYU Shuttle bus stop on Centre St., from Canal St. to Hester St., east side.

Whereas Community Board 2 Manhattan (CB2) reviewed an application from Academy Express L.L.C. for an NYU Shuttle bus stop to be located on the east side of Centre St. btw. Canal and Hester Sts. (request for closer to Canal, across from 183 Centre St.); and

Whereas this application is in response to a new formalized process established by the NYC Dept. of Transportation (DOT) that requires Academy Express to apply for a separate permit for each stop and asks community boards to review the applications and evaluate and give input on the suitability of the requested bus stop locations, in order to provide a more systematic, predictable program that better responds to community needs; and

Whereas the proposed bus stop would be part of a northbound route coming from NYU's Brooklyn campus where it is originating with two stops, first, 6 Metro Tech Center at Jay St., then Cadman Plaza at Clark St., and proceeding over the Manhattan Bridge to Canal St. west to Centre St. where it would turn north, heading to 715 Broadway in NYU's Washington Square area, with just two stops in Manhattan on the way to that destination, the proposed Canal and Centre Sts. stop and the next one at Cleveland Pl. and Spring St.; and

Whereas a new protected bike lane is currently in the process of being installed by DOT on Centre St. btw. Worth and Broome Sts. and on Cleveland Pl. btw. Broome and Spring Sts. This includes the areas of both the proposed Canal and Centre Sts. shuttle bus stop and the Cleveland Pl. and Spring St. one after that. As originally presented to CB2 by DOT, this new configuration entails having one 11 ft.

travel lane on Centre St. (with a bike lane and buffer) and a parking lane along its east side which it is assumed would accommodate the current four metered parking spaces there that provide for needed rotating (rather than stationery) parking access (2 HR Metered Parking 7:30am-7:00pm except Sunday) and NYC revenue. On Cleveland Pl. the plan calls for one 10 ft. travel lane (with a bike lane and buffer) and a 10 ft. turn/parking lane; and

Whereas heavy commercial activity with trucks loading and unloading occurs much of the day on Centre St. btw. Canal and Grand Sts., while the proposed Academy bus stop location on that east side of Centre north of Canal has a great deal of pedestrian sidewalk activity (not ideal for waiting for the bus). A parking lot occupies the northern half of the street with the potential for vehicles leaving the lot to conflict with departing buses. A bus stop would require the removal of at least some of the metered parking spaces, although Academy was unable to say how many. The proposed turning corner for the bus (from Canal heading west to north on Centre) is a very busy one, presenting turning obstacles; and

Whereas Cleveland Pl. becomes exceptionally narrow btw. Broome and Spring Sts., and with trucks making deliveries forced to double park (that previously were able to use curb space now taken up by illegal parking) and all manner of other vehicles including FHV's, limousines, e-bikes, mopeds and electric scooters crowding the street, even with a squeezed in parking-turning lane and the possible removal of jutting out dining sheds (which DOT is considering), passage on the street will be constricted, in fact, frequent observations on different days at different times show that the NYU shuttle bus is forced to pick up and drop off passengers at the Cleveland-Spring stop in the middle of the street; and

Whereas from what the Academy rep indicated, this northbound route in Manhattan is primarily to bring students from the NYU Brooklyn campus (i.e., the engineering school and the other NYU programs located in downtown Brooklyn) up to the NYU Washington Square area. As such, pulling in and leaving at the Canal-Centre location is expected to take no more than 30 seconds, with just a few students getting off and possibly on, an action with such limited use, it may not be needed or merited, especially in view of the constraints in Centre St.'s redesign and its activities at that proposed location. At the same time, the Cleveland Pl. cramped location is far from ideal, and the need for two stops is not clear; and

Whereas the tight conditions in NYU's desired shuttle bus stop areas on both Centre St. and Cleveland Pl. are not amenable to comfortably accommodate such bus stops, in fact, these locations are undesirable for this activity and would be further limited by the new protected bike lane configuration;

Therefore be it resolved that CB2 is opposed to an NYU Shuttle bus stop on Centre St. btw. Canal and Hester Sts., east side, and also opposes the NYU Shuttle bus stop on Cleveland Pl at Spring St.: and

Be it further resolved that CB2 strongly recommends and requests that Academy Express L.L.C. together with the DOT study and ascertain where the most suitable location or locations for the first Manhattan stop for the NYU Shuttle bus coming off the Manhattan Bridge from Brooklyn as well as the stop after it should be situated, and whether more than one stop is even needed on the way to 715 Broadway; and

Be it finally resolved that CB2 recognizes that the route should be ready for the Fall semester and advises that Academy and DOT conduct this study as soon as possible and present its results and recommendations once they are completed to CB2's Traffic and Transportation Committee which will schedule a hearing at whenever of its next meetings the new results are ready, unless the alternatives that Academy and DOT find are within the boundaries of another community board which DOT would notify for review while apprising CB2 of the change.

Vote: Unanimous, with 37 Board Members in favor.

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

Sincerely,



Jeannine Kiely, Chair
Community Board #2, Manhattan



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

JK/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brian Kavanaugh, NYS Senator
Hon. Deborah J. Glick, NYS Assembly Member
Hon. Yuh-Line Niou, NYS Assembly Member
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