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Valerie De La Rosa, *First Vice Chair*  
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Antony Wong, *Treasurer*  
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## COMMUNITY BOARD NO. 2, MANHATTAN

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February 26, 2024

Richard Davey  
President  
MTA NYC Transit  
2 Broadway  
New York, NY 10004

Dear Mr. Davey:

At its Full Board meeting on February 22, 2024, Community Board #2, adopted the following resolution:

**1. Resolution in response to MTA NYC Transit presentation on elevator replacements at the W. 4th St., 14th St./Union Sq., and 14th St./8th Ave. subway stations as well as escalator replacements at the W. 4th St. subway station.**

**Whereas** MTA NYC Transit (NYCT) presented details on the elevator replacements they are making at the W. 4th St., 14th St./Union Sq., and 14th St./8th Ave. subway stations (all stations that are heavily used by Community Board 2 Manhattan (CB2) constituents), as part of a larger project that includes 19 elevator replacements at eight stations, including other areas of Manhattan; and

**Whereas** work has begun at all three stations and is expected to be entirely completed the 4th quarter of 2025, a considerable length of time in which users who depend on elevators to enable their access and ensure their ability to ride the subway will be denied the chance to make the customary trips they need to conduct their lives (e.g., going to work, to school, to medical visits) without undergoing great discomfort and displacement; and

**Whereas** the work at each of the three stations (which has already begun) is being conducted in phases:

- The W. 4th St. station (servicing the A, B, C, D, E, F, & M trains) will receive three new elevators, installed in three phases: 1) Elevator from the downtown A/C/E platform to the transfer mezzanine and downtown B/D/F/M platform removed from service until replacement is complete Q3 2024; 2) Street level elevator on W. 3rd St. & 6th Ave (n.e. corner) to mezzanine for A, C, E service and access to B, D, F, M service removed from service Q3 2024 until replacement is complete Q1 2025; 3) Elevator connecting uptown A, C, E platform to

transfer mezzanine and uptown B, D, F, M platform removed from service Q1 2025 until replacement is complete Q4 2025.

- The 14th St./Union Sq. station (servicing the 4, 5, 6, L, N, Q, R & W trains) will receive four new elevators, installed in three phases: 1) Center elevator servicing the mezzanine and the uptown N, Q, R & W platform, removed from service until replacement is complete Q3 2024; 2) Elevator from mezzanine to downtown N, Q, R, W platform removed from service Q3 2024 until replacement is complete Q1 2025; 3) Elevator from mezzanine to L platform (both directions) + the street level elevator removed from service Q1 2025 until replacement is completed later in 2025.
- The 14th St./8th Ave. station (servicing the 8th Ave. line in Manhattan (A, C, E & L trains) will receive two new elevators, installed in two phases: 1) Elevator at 14th St. & 8th Ave. removed from service until replacement is complete Q3 2024; 2) Elevator connecting mezzanine to the L platform level removed from service Q3 2024 with replacement completion expected later in 2025; and

**Whereas** NYCT has indicated that work on the elevators at each of the three stations will not overlap, i.e., work will be done on only one elevator at a time at a station, with work on the next elevator beginning only after work on the previous one is completed, allowing for at least one elevator to be operating. However, the elevator in operation at each station will be connecting platforms/levels going in only one direction, forcing those who want to travel in the opposite direction to seek other unwieldy alternatives for access; and

**Whereas** two escalator replacements at the W. 4th St. subway station will be done as part of a separate MTA project at the W. 4th St. station: 1) The escalator from the uptown B/D/F/M platform to the uptown A/C/E platform will be removed from service until replacement is completed, through Fall 2024; 2) The escalator from the downtown B/D/F/M platform to the downtown A/C/E platform will be removed from service Fall 2024 until replacement is completed Fall 2025. This work won't be on the same side of the station as elevator replacements, but will still allow access to travel in only one direction at a time, presenting similar challenges to the limits in elevator access; and

**Whereas** for mitigation of this disrupted access, NYCT has suggested a number of different alternatives for accessing these subway stations for train travel in the required direction or for access in another travel mode, including the use of ramps, when available, to switch from one side of the station to the other, taking trains in the opposite direction (e.g. uptown) from a destination (e.g. downtown) to reach a station that allows elevator access to trains in the desired direction (e.g. downtown), with a variety of approaches to transfer at these stations like exiting the station completely and using an entrance in another location for trains in the opposite direction or crossing from one platform to another, as well as using public buses; and

**Whereas** the alternatives suggested (involving copious and lengthy walking, going up and down stairs that can be dangerously crowded and too steep to safely carry anything, navigating confusing pathways, and dealing with much longer trips, sometimes double the time that they customarily take) present a cumbersome set of options that are physically demanding, tiring, time consuming, disorienting, and difficult to maneuver, especially for the people who most and often only can rely on elevator access to subway stations, including the disabled, those advanced in years, individuals who have difficulty walking, wheelchair users, people with strollers and small children, even riders carrying large and heavy packages; and

**Whereas** another suggested alternative, public bus use, has potential but at this time presents limitations, particularly in lack of speed and frequency. NYCT suggested the M5, but the M5 first begins at 31st St., heading uptown (not to the CB2 area). The M55, which has taken over from the M5

for the downtown route, has been reported by many CB2 constituents to be exceptionally slow and infrequent. Other suggestions, such as the M1, M7, M14(A&D), M20, were met with equal concern, including the absence of any bus service at many locations and the difficulty for those who are physically challenged to reach existing bus stops; and

**Whereas** NYCT often runs free shuttle buses when construction at stations, track work or signalization modernization is being done, to substitute for the suspended subway service that occurs as a result of this work, e.g., shuttle buses recently replaced weekend F trains during signal upgrades on the Culver line, and shuttle buses are planned for the G train shutdown; and

**Whereas** NYCT has noted that messaging and wayfinding signage are being put "in place and around the stations," to let users know about the elevator and escalator replacements, but users need to be alerted in advance of heading to a station to prepare them for handling the replacement conditions (or find other options), especially those with physical challenges, whether hearing, sight or restricted movement, and those lacking the technical proficiency to access online information. They also need to receive clear and highly visible notice at the entrance to a station before entering; and

**Whereas** CB2 has received numerous complaints about the filthy, unsanitary and foul-smelling conditions in the subway elevators and pleas for better, more regular maintenance; and

**Whereas** in view of these new elevators being installed to improve the comfort and access of those who most rely on them while failing in the replacement interim to provide adequate substitute service to those same vulnerable and dependent users, compensation for depriving these users of this sorely needed service or a convenient substitute would be appropriate;

**Therefore be it resolved** that CB2 thanks NYCT for their informative overview of the elevator replacements being undertaken at the W. 4th St., 14th St./Union Sq., and 14th St./8th Ave. subway stations and for their responsiveness in attempting to answer our questions and address our concerns. CB2 also appreciates NYCT's provision of a project hotline and email address as well as direct emails and phone numbers to community relations representatives; and

**Be it further resolved** that while CB2 appreciates the prospect of having new, more up-to-date and hopefully better functioning and well-cared-for elevators at these locations which NYCT has indicated will comply with new ADA regulations and include communication and fire alarm upgrades, more accessible car operating panels, and a new screen system, we do not understand why elevators that still work were not simply repaired, refurbished, upgraded and cleaned up, thereby taking less time to have a sorely needed function out of service and freeing funds for elevator installations and other ADA accessibility for stations that have none; and

**Be it further resolved** that CB2 asks that NYCT further explore and implement alternatives that can more comfortably accommodate the needs of these stations' already challenged elevator users, especially by increasing bus service frequency, facilitating bus access, instructing drivers to make every stop, and having a predictable schedule (at least for the duration of the replacement project, although this should occur at all times), and by temporarily providing dedicated bus lanes on those routes expected to be most used that don't already have them, to decrease trip times by avoiding the incursion of other traffic; and

**Be it further resolved** that CB2 encourages NYCT to provide free shuttle bus service at the three stations to transport riders to the next subway stop that has working elevators on the route going in whatever is the needed direction at each project stage that leads to their destination; and

**Be it further resolved** that CB2 urges NYCT to widely disseminate information about the elevator replacements both by distributing notifications that alert users before going to a station and providing information at the station, preferably reaching out with simple, clear, written descriptions and illustrations or perhaps offering information sessions to the many local community organizations that serve seniors and the disabled, schools and other community groups and institutions, and at the station posting highly visible signs outside with concise, easy-to-read and illustrated details about the work going on within, while having personnel on hand to direct people inside the station and supplying handouts and broadcasting public announcements there (in addition to issuing digital information), making all of this information available in different commonly-used languages; and

**Be it further resolved** that CB2 strongly advises that a strict maintenance schedule be set up for regularly cleaning and maintaining the new elevators; and

**Be it finally resolved** that CB2 suggests that NYCT consider a fare reduction at these three stations in keeping with the service reduction for the duration of the project.

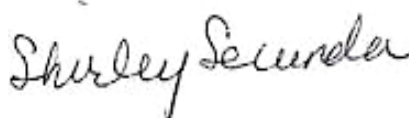
**Vote:** Unanimous, with 35 Board members in favor.

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

Sincerely,



Susan Kent, Chair  
Community Board #2, Manhattan



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

SK/em

cc: Hon. Dan Goldman, Congressman  
Hon. Brad Hoylman-Sigal, NY State Senator  
Hon. Brian Kavanaugh, NY State Senator  
Hon. Deborah Glick, NYS Assembly Member  
Hon. Mark Levine, Manhattan Borough President  
Hon. Erik Bottcher, NYC Council Member  
Hon. Carlina Rivera, NYC Council Member  
Luke DePalma, Sr. Director, Govt & Commun. Relations, MTA NYCT  
Melissa Farley, MTA Govt & Commun. Relations

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February 26, 2024

Hon. Eric L. Adams  
Mayor, City of New York  
City Hall  
New York, NY 10007

Commissioner Ydanis Rodriguez  
NYC Department of Transportation  
55 Water Street  
New York, NY 10041

Dear Mayor Adams and Commissioner Rodriguez:

At its Full Board meeting on February 22, 2024, Community Board #2, adopted the following resolution:

### 2. Resolution in support of Universal Daylighting.

**Whereas** in New York City (NYC), over half the crashes by motor vehicles and the vast majority of severe injuries and fatalities resulting from vehicular conflicts occur at intersections<sup>1</sup>; and

**Whereas** these crashes occur most often directly in crosswalks, where the most pedestrian activity in the street takes place, including the most vulnerable users of our streets, i.e., senior citizens, children, people pushing strollers, the disabled, those in wheelchairs, although anyone walking across the street in these locations is at risk; and

**Whereas** at the root of these crashes is a lack of visibility. Drivers of motor vehicles turning at these intersections are typically blocked from seeing people using the crosswalk by vehicles parked up to or close to the curb or even in part of the crosswalk. At the same time, pedestrians who are crossing are blocked from seeing turning vehicles; and

**Whereas** in these circumstances, it also is difficult for bicyclists turning at an intersection to see pedestrians in the crosswalk or for motorists making these turns to see bicyclists; and

**Whereas** daylighting is a street safety technique that has long been in practice to enhance visibility, supported by the U.S. Dept. of Transportation, fully recommended by the National Association of City Transportation Officials (NACTO), and part of NY State law, as well as used by the NYC Dept. of Transportation (DOT) in many of its street improvement projects as part of its toolbox of street safety applications; and

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<sup>1</sup> <https://highways.dot.gov/safety/intersection-safety/about>

**Whereas** daylighting removes visual obstacles (most commonly parked cars or trucks, but also could be roadway dining or other blockages) that impair drivers' ability to see pedestrians waiting at or walking in crosswalks or at corners (or pedestrians' ability to see approaching vehicles) by employing parking regulations, also used in combination with curb extensions, that provide clearance for visibility (typically 20-30 ft. beyond the crosswalk to the corner); and

**Whereas** NY State law (Section 1202) prohibits parking within 20 ft. of an intersection, but NYC was able to and chose to opt out of this requirement which could save so many lives; and

**Whereas** NYC Mayor Eric Adams supports daylighting 1,000 intersections a year<sup>2</sup>, but this is just a tiny fraction of NYC's 47,000 intersections<sup>3</sup>; and

**Whereas** CB2 has been requesting daylighting at many problematic corners for many years;

**Therefore be it resolved** that CB2 strongly supports the application of universal daylighting as standard policy within our district and throughout NYC (in concert with the NY State law) and urges the City Council to enact legislation to that end and the DOT to follow through with a broad program of daylighting implementation; and

**Be it further resolved** that CB2 urges including in the requirements physical barriers (beyond just parking enforcement and signage), such as planters, substantial bollards, granite blocks or bioswales, all under three ft. high (at or under eye level), that define the daylighting space and safeguard those using it from harmful vehicular incursion while providing needed self-enforcement of the allocated space; and

**Be it further resolved** that CB2 recommends that DOT incorporate daylighting whenever any street paving is done; and

**Be it finally resolved** that CB2 asks that CB2 (and other community boards) be given the option as part of the requested universal daylighting program to select sites identified as particularly vulnerable and/or dangerous in its district to be given priority for quick daylighting remediation.

**Vote:** Unanimous, with 35 Board members in favor.

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

Sincerely,



Susan Kent, Chair  
Community Board #2, Manhattan



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

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<sup>2</sup> <https://www.6sqft.com/nyc-pledges-to-make-1000-intersections-safer-for-pedestrians/>

<sup>3</sup> "Priority Corridors, Intersections & Areas," NYC DOT Vision Zero, Borough Pedestrian Safety Action Plans, 2023 Update, p. 1.

SK/em

cc: Edward Pincar, Jr., Manhattan Borough Commissioner, NYC DOT  
Hon. Daniel Goldman, Congressman  
Hon. Brad Hoylman-Sigal, NY State Senator  
Hon. Brian Kavanagh, NY State Senator  
Hon. Deborah Glick, NYS Assembly Member  
Hon. Grace Lee, NYS Assembly Member  
Hon. Mark Levine, Manhattan Borough President  
Hon. Erik Bottcher, NYC Council Member  
Hon. Carlina Rivera, NYC Council Member  
Hon. Christopher Marte, NYC Council Member