

Tobi Bergman, *Chair*
Terri Cude, *First Vice Chair*
Susan Kent, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
Keen Berger, *Secretary*
Daniel Miller, *Assistant Secretary*

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

November 18, 2016

Veronique Hakim
President
MTA New York City Transit
2 Broadway
New York, NY 10041

Dear President Hakim:

At its Full Board meeting November 17, 2016, Community Board #2, adopted the following resolution:

Resolution in response to MTA NYC Transit proposed M1 bus route extension.

Whereas Community Board 2, Manhattan (CB2) thanks MTA NYC Transit for presenting an M1 bus route extension proposal for community review and input; and

Whereas the MTA NYC Transit proposal includes:

- Extending the southbound M1 route for *every other* M1 bus to go south on *weekdays* from 8th St. onto 3rd Ave., down 3rd Ave. onto Bowery down to Worth St., where it would turn west to Centre St., and for *all* M1s to turn south on *weekends* from 8th St. onto 3rd Ave., go down 3rd Ave. onto Bowery down to Worth St., where they would turn west to Centre St.
- Running the northbound M1 up Centre St. from Worth St., then Lafayette St., and continuing on 4th Ave. from 8th St. on its current northerly route.
- Running the M1 every 16 to 24 minutes on weekdays and every 12-20 minutes on weekends, depending on time of day; and

Whereas the 3rd Ave.-Bowery southern route does not provide the easy and convenient access to and from the bus needed by the many senior and disabled riders in SoHo, NoHo, the South Village and Greenwich Village who rely on bus transit and either cannot or are hard pressed to walk the distance to 3rd Ave.-Bowery (and also necessitates a long trudge for the many other bus users in these neighborhoods who are heading south, e.g., parents and children and people who work downtown); and

Whereas this proposed M1 3rd Ave.-Bowery route duplicates the route of the M103 unnecessarily, while there's a dire need for a continuous southerly bus route further west, on Broadway; and

Whereas the original M1 southbound route provided service on Broadway from 14th St. all the way down through 8th St, Houston St. and to South Ferry, providing a vital direct conveyance to all those in the communities in question to get home with heavy packages from shopping on 14th St. for less expensive goods,

especially food, as well as from healthcare facilities at Union Sq. and transit connections. However bus service on the essential link between 14th St. and 8th St. on Broadway is no longer available and not included in the M1 proposal, which would continue to deprive this population of the direct access they sorely need at Union Square; and

Whereas the M1's current (and proposed) downtown route continues on 5th Ave. from 23rd St. through 14th St. to 8th St. where it turns east, a route followed by three other buses, the M2, the M3, and the M5, that is unnecessarily redundant; and

Whereas construction on Worth St. interferes with eastbound access from Broadway to Centre St. (for heading north), a situation that will continue for more than a year, yet Chambers St., just a few short blocks away, can provide unobstructed eastbound access from Broadway to Centre St. and a sufficient street width to wholly accommodate bus and other traffic;

Therefore be it resolved that CB2 strongly recommends that the M1 southbound route terminate at Chambers St. rather than at Worth St.; and

Be it further resolved that CB2 urges that the southbound M1 be permanently routed down Broadway starting with turning east on 23rd St. from 5th Ave. to Park Ave. S., turning south on Park Ave. S. (continuing as Union Sq. E.) to 14th St. where it would jog west and south into Broadway and head south on Broadway to Chambers St., turning east on Chambers to Centre St. to begin its northbound trip; and

Be it further resolved that CB2 supports the proposed northbound M1 route on Centre St., then Lafayette St., and continuing on 4th Ave. from 8th St. on the current northerly route, but with the bus heading north on Centre St. at Chambers St. rather than at Worth St.; and

Be it finally resolved that CB2 requests that the proposed headway between buses on both weekdays and weekends be kept at the minimum intervals cited (or less) to alleviate the discomfort of long waits, especially for seniors and the disabled who cannot stand for long periods of time.

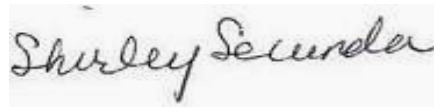
Vote: Unanimous, with 37 Board Members in favor.

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

Sincerely,



Tobi Bergman, 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. Daniel L. Squadron, NY State Senator
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Corey Johnson, Council Member
Hon. Margaret Chin, Council Member
Hon. Rosie Mendez, Council Member

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Veronique Hakim
President
MTA New York City Transit
2 Broadway
New York, NY 10041

Luis Sanchez
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Dear President Hakim and Commissioner Sanchez:

At its Full Board meeting November 17, 2016, Community Board #2, adopted the following resolution:

Resolution in response to update by MTA NYC Transit on M5 Service Revisions.

Whereas Community Board 2, Manhattan (CB2) thanks MTA NYC Transit for presenting an update on the M5 bus route service revisions; and

Whereas the MTA NYC Transit revised plan for the M5 bus route includes:

- Splitting the M5 into two routes: From the GW Bridge Bus Terminal at 178th St. to W. 31st St. & 6th Ave. (North route - Designation: M5) and from W. 44th St. & 6th Ave. to the South Ferry Terminal (South route - Designation: M55). The two routes would overlap for 13 blocks.
- A 3-leg transfer on both routes.
- Limited stop service during the day and local stops at night on the M5. Local service all day on the M55.
- A free transfer from the north to the south portion of the route and vice versa.; and

Whereas the revised routes are expected to go into service in January 2017; and

Whereas several community members were in attendance, voicing their concerns about the problems the physically challenged, including seniors and the disabled, have in getting on and off buses, and how the need to make transfers on a route that doesn't even wholly serve their needs will be a hardship; and

Whereas the many community members present cited the widespread need for a bus route that travels to and back from (uptown and downtown) the Lincoln Center area without the need to transfer on the way, a route (which they described as "a lifeline") that now exists but would be curtailed in the revisions presented by MTA NYC Transit; and

Whereas the many attendees also expressed their great need and desire for a return of the original M5 route turning west on Houston St. from Broadway and then heading north again on 6th Ave. (even if with less frequency) which provided an accessible stop on Houston for the many people of advanced age and limited

mobility in the area for whom it is difficult to go the long distance to board the nearest uptown bus or reach their destinations from the nearest downtown bus; and

Whereas the need for adequate and plentiful bus shelters and seating at transfer points was strongly voiced, and MTA NYC Transit indicated that they're working with the NYC Dept. of Transportation, which is in charge of bus shelter placement, to set them up;

Therefore be it resolved that CB2 strongly urges MTA NYC Transit to incorporate an additional M5 bus route (e.g. an M5X) between W. 65th and Houston Sts. that follows the current M5 route going north on 6th Ave., west on 59th St./Central Park S. to Broadway as far as W. 65th St., then turns east at W. 65th St. across Central Park to head south on Fifth Ave. to 8th St., east on 8th St. to Broadway, south on Broadway to Houston St. and west on Houston to back uptown on 6th Ave., a loop that forms an alternate route running at intervals to fill in the missing and all-important bus access needed by CB2 constituents; and

Be it further resolved that CB2 urges that once M5 service revisions begin, provision should be made at the same time for at least two large bus shelters with at least 6 seats each at key transfer points; and

Be it finally resolved that CB2 asks that bus countdown clocks be installed at frequent intervals along these M5 routes.

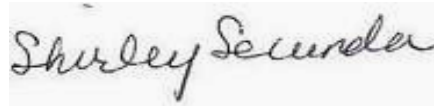
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Sincerely,



Tobi Bergman, Chair
Community Board #2, Manhattan



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