



CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**  
330 West 42<sup>nd</sup> Street, 26<sup>th</sup> floor New York, NY 10036  
tel: 212-736-4536 fax: 212-947-9512  
[www.nyc.gov/mcb4](http://www.nyc.gov/mcb4)

**Burt Lazarin**  
Chair

**Jesse R. Bodine**  
District Manager

March 19, 2018

Captain Paul Lanot  
Commanding Officer  
Manhattan 10th Precinct  
NYC Police Department  
230 West 20th Street  
New York, NY 10011

Deputy Inspector Steven M. Hellman  
Commanding Officer  
Manhattan 13th Precinct  
NYC Police Department  
230 East 21st Street  
New York, NY, 10010

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

**Re: Enforcement Strategies for Mitigating Traffic During L Train Canarsie Tunnel Shutdown**

Dear Captain Lanot, Deputy Inspector Hellman, and Mr. Sanchez,

Manhattan Community Board 4 (MCB4) heard the joint presentation by Metropolitan Transportation Authority (MTA) and NYC Department of Transportation (DOT) on the anticipated L Train Canarsie Tunnel Shutdown but we are still concerned about enforcement strategies for the anticipated increase in above-ground traffic and street changes. MCB4 requests that the NYPD develop a proactive enforcement strategy in anticipation of the L Train Canarsie Tunnel Shutdown scheduled for the Spring of 2019.

At its March 7th Full Board meeting, MCB4 voted unanimously with 35 in favor, 0 against, 0 abstaining, and 0 present but not eligible to vote on the following as the most pressing challenges:

- MTA and DOT are anticipating a substantial increase in both pedestrian traffic on 14th Street and bicycle traffic along proposed cross-town bikeways.
  - Our first priority must be the safety of all during the disruptions to service resulting from this necessary work.
- 14th Street between Third and Eighth Avenues is scheduled to close for thru-traffic. The proposed busway will be usable for emergency vehicles, local deliveries, cars accessing parking garages, and Access-A-Ride vehicles.
  - This represents a particular challenge in identifying vehicles permitted to turn onto the street. DOT has suggested the use of cameras to detect vehicles attempting thru-traffic use.
- 14th Street is currently a truck route and thru-truck traffic will need to divert to either 23rd Street or Greenwich Avenue.
  - As evidenced in the attached letters, residents of local non-truck streets have seen a great volume of illegal truck traffic on their streets and are rightly concerned that the closure of 14th Street will exacerbate the problem without strategic enforcement.
- DOT data anticipates approximately 30% increase to traffic on 15th and 16th Streets.
  - We ask the NYPD to anticipate traffic mitigation strategies on these narrow, largely residential streets and provide the necessary enforcement.

MCB4 looks forward to working with the DOT and NYPD on implementing enforcement strategies for the L Train Canarsie Tunnel Closure.

Sincerely,



Burt Lazarin  
Chair  
Manhattan Community  
Board 4



Christine Berthet  
Co-Chair  
Transportation Planning  
Committee



Dale Corvino  
Co-Chair  
Transportation Planning  
Committee

Enclosure

CC: Hon. Corey Johnson, Speaker, City Council  
Hon. Gale Brewer, Manhattan Borough President  
Hon. Brad Hoylman, NYS Senate  
Hon. Richard Gottfried, NYS Assemblyman  
Hon. Deborah Glick, NYS Assemblywoman



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**COREY JOHNSON**  
Chair

**ROBERT J. BENFATTO, JR., ESQ.**  
District Manager

October 4, 2013

Captain David Miller  
Manhattan 10<sup>th</sup> Precinct  
NYC Police Department  
230 West 20<sup>th</sup> Street  
New York, NY 10011

Margaret Forgione  
Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 37<sup>th</sup> Floor  
New York, NY 10038

Dear Captain Miller and Commissioner Forgione:

Manhattan Community Board #4 requests that both DOT and the NYPD increase their efforts to reduce illegal truck usage of West 15<sup>th</sup> Streets through West 22<sup>nd</sup> Streets, west of Seventh Avenue. This is in response from complaints of resident on West 15<sup>th</sup> Street, West 19<sup>th</sup> Street, and West 22<sup>nd</sup> Street in the last two months.

In 2007 and 2008 both DOT and the Police Department worked with the Community Board to address complaints from several block associations and the Chelsea Council of Block Associations. The high volume of truck traffic led to street noise on these low-rise building streets and higher levels of street deterioration, including busted water pipes on West 15<sup>th</sup> Street and frequent street repaving. Based on Block Association and Community Board requests, several "Local Truck Only" and "No Thru Truck" signs were installed and police ticketing increased. Both the block association and residents reported reduced truck usage during that time.

In the last couple of years, particularly with the increase of construction activity, residents are reporting a substantial increase in street non-local truck usage and construction trucks using local streets to get to avenues, rather than truck routes (West 14<sup>th</sup> and West 34<sup>th</sup> Streets). They also reported signs in several locations were removed for construction projects and not reinstalled or have become blocked by overgrown trees, including signs on Tenth Avenue near West 22<sup>nd</sup> Street and before Ninth Avenue on West 19<sup>th</sup> Street.

We thus request that, similar to 2007 and 2008, DOT and the Police Department work together to both install improved signage and increase enforcement. The Transportation Committee of the

Community Board stands ready to work with you by identifying appropriate place for new or improved signage and specific streets for increased ticketing/enforcement.

We request that both agencies keep us informed of their efforts over the next months.

Sincerely,



Corey Johnson  
Chair



Christine Berthet, Co-Chair  
Transportation Planning Committee



Jay Marcus, Co-Chair  
Transportation Planning Committee



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**CHRISTINE BERTHET**  
Chair

**ROBERT J. BENFATTO, JR., ESQ.**  
District Manager

January 13, 2014

Captain David Miller  
Manhattan 10<sup>th</sup> Precinct  
NYC Police Department  
230 West 20<sup>th</sup> Street  
New York, NY 10011

Deputy Inspector David Ehrenberg  
Manhattan NYPD 13<sup>th</sup> Precinct  
230 East 21<sup>st</sup> Street  
New York, NY 10010

**Re: Increased enforcement of illegal truck use West 15<sup>th</sup> Street between Sixth and Seventh Avenues**

Dear Captain Miller and Deputy Inspector Ehrenberg:

Manhattan Community Board 4 (CB4) requests that the assistance of the NPYPD Transportation Bureau, Traffic Enforcement Division, in addressing the illegal use of residential blocks in Chelsea – and particularly West 15<sup>th</sup> Street between Sixth and 8th Avenues - by trucks. We request increased enforcement related to these trucks' use of a non-truck route.

Local trucks, through trucks and cars routinely use West 15th Street between Sixth and Eighth Avenues as an alternate route to West 14<sup>th</sup> Street (which is the official Truck Route, to reach the West side highway). It is a very residential street with a faculty residence at 120 West 15th (NYU), a church at 144 West 15th Street (Church of the Latter Day Saints), a school at 145 West 15th Street (the Puerto Rican Family Institute), and a church/school at 216 West 15th Street (The Nazareth Nursery). Trucks are using West 15<sup>th</sup> Street, and other residential blocks in Chelsea, illegally.

In 2007 and 2008, both DOT and the Police Department worked with the Community Board to address complaints from several block associations and the Chelsea Council of Block Associations. The high volume of truck traffic led to street noise on these streets with low-rise historical residences and higher levels of street deterioration, including busted water pipes on West 15th Street and frequent street repaving. Based on Block Association and Community Board requests, several "Local Truck Only" and "No Thru Truck" signs were installed and police ticketing increased. Both the block association and residents reported reduced truck usage during that time.

In the last couple of years, particularly with the increase of construction activity, residents are reporting a substantial increase in non-local truck and construction trucks using local streets to the avenues, rather than truck routes (West 14<sup>th</sup> Street). They also reported that signs in several locations were removed for construction projects and not reinstalled on Sixth and Seventh Avenues.

CB4's DOT representative has agreed to review the area and ensure signs are reinstalled after construction projects. We thus request that, similar to 2007 and 2008, NYPD increases enforcement on trucks illegally using West 15<sup>th</sup> Street.

Additionally, CB4 would like to invite the NYPD Transportation Bureau, Traffic Enforcement Division, and other senior Precinct officials to an upcoming committee meeting. We believe an open discussion with the various stakeholders and agencies might yield creative ideas for reducing illegal Truck usage of non-Truck routes.

Sincerely,



Christine Berthet,  
Chair



Jay Marcus, Co-Chair  
Transportation Planning Committee

[signed 1/10/14]

Ernest Modarelli, Co-Chair  
Transportation Planning Committee